SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

237

To Take Effect Monday, February 15, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL,
General Superintendent of Transportation.

G. C. BAKER,
Superintendent of Transportation.

J. C. GOODFELLOW,
Superintendent.

Time Table No. 237

February 15, 1943

FIRST CLASS

Capacity of sidings in car lengths	442	10	20	88	28	18	26	248	102	24	15	246	244	22	52	224	58	204	262	Distance from San Francisco		STATIONS
		Passenger	Klamath	Challenger	San Francisco Overland Limited	Oregonian	Owl	El Dorado	Streamliner City of San Francisco	Cascade	West Coast	Statesman	Statesman	Pacific Limited	San Joaquin	Senator	Sequoia	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		8.30 PM	8.00 PM	7.30 PM	7.00 PM	6.30 PM	5.00 PM	5.00 PM	4.30 PM	4.00 PM		1.00 PM	1.00 PM	9.00 AM	7.30 AM	7.30 AM	6.00 AM	4.00 AM		0.0		SAN FRANCISCO (Oakland Ferry) E. 3.5
		8.50	8.20	7.50	7.20	6.50	5.20	5.20	4.50	4.20		1.20	1.20	9.20	7.50	7.50	6.20	4.20		3.5		OAKLAND PIER
Oakland yard BKWI P		9.10 PM	8.40 PM	8.10 PM	7.45 PM	7.15 PM	5.35 PM	5.27 PM	5.02 PM	4.35 PM		1.40 PM	1.25 PM	9.35 AM	8.00 AM	7.56 AM	6.35 AM	5.15 AM		3.5	A. B. S.	TO-R OAKLAND PIER E. 1.4
BKWO ITY P	9.45 PM																			(4.9)		(TO-R WEST OAKLAND) E. 2.0
IP	9.55	s 9.22	s 8.55	s 8.25	s 8.00	s 7.30	s 5.50	s 5.33	s 5.10	s 4.44		s 1.50	s 1.32	s 9.47	s 8.07	s 8.01	s 6.45	s 5.35		5.5		OAKLAND (16th Street) E. 1.5
IP																				7.0		SHELLMOUND E. 2.2
P	10.08	s 9.37	s 9.10	s 8.41	s 8.15	s 7.45	s 6.05	s 5.41	s 5.20	s 4.55		s 2.03	s 1.41	s 10.00	s 8.22	s 8.09	s 6.57	s 5.55		9.2		BERKELEY (University Ave.) E. 3.9
P																				13.1		STEGE E. 1.9
P	10.19	s 9.50	s 9.25	8.55	s 8.30	8.00	s 6.20	5.48		5.03		s 2.15	s 1.51	s 10.13	s 8.38	8.16	s 7.09	s 6.15		15.0		RICHMOND E. 1.6
WP																				16.6	Automatic Train Control	SAN PABLO E. 3.2
E 41 W 37 P																				19.8		SOBRANTE E. 3.2
W 67 P	10.33	10.02	9.35	9.10	8.42	8.12	6.30	5.57	5.35	5.13		s 2.25	f 2.00	10.25	8.48	8.24	s 7.19	s 6.30		23.0		PINOLE E. 2.5
P												f	f				f	s		25.5		RODEO E. 0.8
P												f	f				s	s		26.3		OLEUM E. 0.8
P																	f	f		27.1	Double Track	TORMEY E. 0.4
P												f	f				s	s		27.5		SELBY E. 1.4
Port Costa Yard P	10.45	s 10.22	s 9.52	s 9.30	s 9.02	s 8.35	s 6.51	s 6.08	5.44	5.24		s 2.44	s 2.18	s 10.45	s 9.02	8.32	s 7.39	s 6.55		28.9 29.0		CROCKETT E. 2.1
BK WOT P		f 10.28										s 2.50	s 2.24				s 7.46	s 7.03		31.1		R PORT COSTA E. 1.9
M 116 P																				33.1		OZOL E. 1.7
WIP	10.58	s 10.43	s 10.08	s 9.47	s 9.13	s 8.50	s 7.00 PM	s 6.18	5.53	5.33		s 3.05	s 2.35	10.57	s 9.13 AM	8.40	s 7.55 AM	s 7.30		34.7 31.7		TO-R MARTINEZ E. 5.7
M 118 P		10.52																		38.0		BENICIA JUNCTION E. 10.1
Yard E 83 W 87 BKWOY P	11.35	s 11.10	10.35	10.10	9.36	9.13		s 6.37	6.09	5.52		s 3.35	s 2.56	11.23		8.58		s 8.03		48.9		TO-R SUISUN-FAIRFIELD E. 4.4
P																		f 8.09		51.9		TOLENAS E. 7.5
M 88 WYP	11.53 PM	11.25	10.50	10.23	9.49	9.27		6.50	6.18	6.04		f 3.48	f 3.07	11.36		9.08		s 8.21		59.4		ELMIRA E. 8.1
M 74 WP	12.05 AM	11.36	11.02	10.32	9.58	9.37		6.59	6.26	6.13		s 3.59	s 3.17	11.49 AM		9.16		s 8.35		67.5	A. B. S.	DIXON E. 4.7
																				71.8		TREMONT E. 4.1
Yard Limits E 80 W 81 KWIY P	12.20	s 11.50	s 11.15 PM	10.45	s 10.11	s 9.50 PM		s 7.10	6.35	s 6.25 PM	5.40 PM	s 4.12	s 3.28	f 12.05 PM		f 9.27		s 8.55	7.45 AM	75.6		TO-R DAVIS E. 4.5
M 100 P	12.30	11.56 PM		10.51				7.16			5.46	4.18	3.33	12.11		9.32		9.01	7.52	80.4		WEBSTER E. 6.5
Sacramento Yard IP																				86.9		Sacramento Northern Ry. Crossing E. 2.1
BKW OTY P	12.45 AM	s 12.10 AM		s 11.05 PM	s 10.35 PM			s 7.30 PM	s 6.50 PM		s 6.00 PM	s 4.30 PM	s 3.45 PM	s 12.25 PM		s 9.45 AM		s 9.15 AM	s 8.05 AM	89.0		TO-R SACRAMENTO
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive *See Note	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.4)
	(3.00) 29.00	(3.00) 29.40	(2.35) 29.03	(2.55) 30.31	(2.50) 31.20	(2.35) 29.03	(1.25) 21.83	(2.03) 43.13	(1.48) 49.11	(1.50) 40.91	(0.20) 40.20	(2.50) 31.20	(2.20) 37.86	(2.50) 31.20	(1.13) 25.56	(1.49) 48.66	(1.20) 23.32	(4.00) 22.10	(0.20) 40.20			Time over District Average Speed per Hour

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 3, 4 and 5 for additional schedules between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332SA, opposite white concrete marker block.

No. 204 reduce speed to 10 MPH at Giant on Sundays to dispatch papers.

No. 22 reduce speed to 10 MPH at Martinez to exchange mail.

No. 246 reduce speed to 10 MPH at San Pablo to exchange mail.

No. 18 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

No. 88 stop on signal at Davis to detrain helper conductor.

★No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
204	Giant, Pierce, Cygnus, Teal, Jacksnipe, Tremont	Daily	Any station	Any station
58	Stege	Sun. & Hol.	Any station	Any station
58	Giant	Daily Ex. Sun. & Hol.		Richmond
22	Martinez, Suisun-Fairfield, Dixon	Daily	Reno	
246	Certainteed Pro. Co., Giant, Vanden, Cannon	Daily except Sun. & Hol.	Any station	Any station
244	Giant	Sun. & Hol.	Any station	Any station
248	Dixon	Daily		Berkeley
18	Richmond, Suisun-Fairfield and Dixon	Daily	Woodland	
18	Dixon	Fri. Sat. & Sun.		Berkeley

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
28	Oleum. Selby, Suisun-Fairfield, Elmira, and Dixon	Daily	Ogden	
88	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
20	Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	
10	Oleum, Selby, Elmira and Dixon	Daily	Roseville	
10	Elmira, Dixon	Daily		Any station
10	Cygnus	Saturdays and Sundays		Berkeley

MARTINEZ SUBDIVISION

WESTWARD

Time Table No. 237

February 15, 1943

FIRST CLASS

	STATIONS		Distance from Sacramento	21	9	27	25	101	19	87	247	16	23	229	243	223	51	17	241	57	261
				Pacific Limited	Fast Mail	San Francisco Overland Limited	Owl	Streamliner City of San Francisco	Klamath	Challenger	El Dorado	West Coast	Cascade	Governor	Governor	Senator	San Joaquin	Oregonian	Sierra	Passenger	Passenger
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	SAN FRANCISCO W. 3.5	Oakland Ferry	92.0	6.50AM	7.20AM	9.20AM	9.20AM	9.50AM	10.50AM	10.50AM	10.50AM		2.50PM	5.50PM	5.50PM	7.50PM	9.20PM	10.20PM	10.50PM	11.20PM	
	OAKLAND PIER		88.5	6.30	7.00	9.00	9.00	9.30	10.30	10.30	10.30		2.30	5.30	5.30	7.30	9.00	10.00	10.30	11.00	
A. B. S.	TO-R OAKLAND PIER W. 2.0	Double Track	88.5	s 6.05AM	s 6.45AM	s 8.35AM	s 8.45AM	s 9.15AM	s 10.10AM	s 10.15AM	s 10.25AM		s 2.15PM	s 5.23PM	s 5.25PM	s 7.24PM	s 8.48PM	s 9.40PM	s 10.25PM	s 10.50PM	
	(TO-R WEST OAKLAND) W. 1.0		(87.5)																		
	OAKLAND (16th Street) W. 1.5		86.5	s 5.56	s 6.35	8.26 s 8.21	s 8.37	s 9.08	s 10.02	10.08 s 10.03	s 10.20		s 2.08	s 5.16	s 5.18	s 7.17	s 8.41	s 9.32	s 10.18	s 10.42	
	SHELLMOUND W. 2.2		85.0																		
	BERKELEY (University Ave.) W. 3.9		82.8	s 5.38	s 6.20	s 8.10	s 8.23	s 8.59	s 9.47	s 9.54	s 10.12		s 1.52	s 5.03	s 5.05	s 7.06	s 8.27	s 9.17	s 10.03	s 10.28	
	STEGE W. 1.9		78.9																		
	RICHMOND W. 1.6		77.0	5.20	s 5.47	7.55	s 8.08		s 9.32	s 9.40	10.04		1.39	s 4.45	s 4.54	s 6.55	8.12	s 9.02	s 9.48	s 10.14	
Automatic Train Control	SAN PABLO W. 3.0		75.4																		
	SOBRANTE W. 4.1		72.2																		
	PINOLE W. 1.6		69.0	5.05	5.27	7.43	7.53	8.35	9.17	9.25	9.54		1.29	s 4.31	4.43	6.46	7.59	8.47	f 9.35	f 10.02	
	RODEO W. 0.8		66.5											f	f				f	f	
	OLEUM W. 0.8		65.7											f					f	f	
	TORMEY W. 0.4		64.9																		
	SELBY W. 2.1		64.5											f						f	
	CROCKETT W. 2.1		63.1	s 4.50	s 5.17	s 7.30	s 7.42		s 9.05	s 9.14	9.46		1.19	s 4.18	s 4.33	s 6.36	s 7.49	s 8.35	f 9.19	s 9.49	
	R PORT COSTA W. 2.4		61.0								s 9.43			s 4.10	s 4.27				s 9.10	s 9.40	
	OZOL W. 0.5		59.0																		
	TO-R MARTINEZ W. 7.2		57.4	4.32	4.54	7.15	7.25AM	8.17	s 8.50	s 8.54	s 9.38		1.09	s 4.04	s 4.21	s 6.25	7.34PM	s 8.20	s 9.03	9.34PM	
A. B. S.	BENICIA JUNCTION W. 10.6		51.0			7.02				8.39											
	TO-R SUISUN-FAIRFIELD W. 2.5		40.1	4.00	4.36	s 6.50		8.02	8.22	8.27	s 9.16		12.46	s 3.39	s 4.00	f 6.05		7.52	s 8.39		
	TOLENAS W. 7.5		37.1																		
	ELMIRA W. 8.1		29.6	3.44	4.26	6.34			8.09	8.14	9.05		12.34	f 3.24	3.47	5.51		7.39	s 8.23		
	DIXON W. 4.3		21.5	3.32	4.18	s 6.23		7.47	8.00	8.05	8.57		12.25	s 3.14	s 3.38	5.43		7.30	s 8.12		
	TREMONT W. 4.8		17.2																		
	TO-R DAVIS W. 3.8		13.4	f 3.20	4.10	s 6.12		7.39	7.50AM	7.55	s 8.48	s 10.40AM	12.15PM	s 3.04	s 3.28	f 5.34		7.20PM	s 8.00		s 11.00PM
	WEBSTER W. 6.5		8.6	3.07	4.05	6.02				7.47	8.40			2.55		5.25					10.52
	Sacramento Northern Ry. Crossing W. 2.1		2.1																		
	TO-R SACRAMENTO		0.0	2.55AM	3.55AM	5.50AM		7.25AM		7.35AM	8.30AM	10.20AM		2.45PM	3.10PM	5.15PM			7.40PM		10.40PM
	(88.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(3.10) 27.95	(2.50) 31.23	(2.45) 32.18	(1.20) 23.32	(1.50) 48.27	(2.20) 32.19	(2.40) 33.19	(1.55) 46.17	(0.20) 40.20	(2.00) 37.55	(2.38) 33.42	(2.15) 39.33	(2.09) 41.16	(1.14) 25.21	(2.20) 32.19	(2.45) 32.18	(1.16) 24.55	(0.20) 40.20

★No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st of each month.

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 4 and 5 for additional schedules between Oakland Pier and Sacramento.
Automatic train control westward track from Signal 347 to Martinez.
When distant Signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.
No. 87 reduce speed to 10 MPH at Davis to dispatch mail.
No. 241 stop on flag at Teal Saturdays to entrain or detrain passengers.
No. 241 stop on flag at San Pablo to receive or discharge mail.
No. 17 reduce speed to 10 MPH at Elmira on Sundays to receive mail.
No. 51 reduce speed to 6 MPH at Richmond to receive pouched air mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
19	Dixon and Suisun-Fairfield	Daily	Pittsburg	Dunsmuir
27	Elmira, Martinez, Selby, Oleum, Pinole and Richmond	Daily		Sacramento
87	Davis, Dixon, Elmira, Suisun-Fairfield, Selby, Oleum and Pinole	Daily		Reno
261	Webster, Mikon and Swingle	Daily	Any Station	Any Station

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
23	Crockett	Daily		Portland
229	Cygnus	Daily exc. Sun. and Hol.	Any station	Suisun
229	Hercules, Giant, Certainteed Pro. Co.	Daily exc. Sun. and Hol.	Any station	Any station
17	Dixon and Suisun-Fairfield	Daily		Red Bluff
17	Suisun-Fairfield	Daily	Fresno and San Jose	
51	Richmond	Daily		Fresno
21	Any Station	Daily		Ogden
223	Port Costa	Daily Exc. Sun. & Hol.		

EASTWARD

MARTINEZ SUBDIVISION

Time Table No. 237

February 15, 1943

	Capacity of sidings in car lengths	THIRD CLASS							SECOND CLASS		Distance from San Francisco		STATIONS	
		476	**462**	**515**	**464**	**412**	**601**	**478**	**410**	**470**				
		Freight	Local Freight	Sacramento Division Freight	Local Freight	Local Freight	Sacramento Division Freight	Freight	Freight	Portland Freight				
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
											0.0		**SAN FRANCISCO** E. 3.5	Oakland Ferry
											3.5		**OAKLAND PIER**	
Oakland yard	BKWI P										3.5	A. B. S.	TO-R **OAKLAND PIER** E. 1.4	Double Track
	BKWOITY P	11.45 PM			9.00 AM			3.00 AM	5.45 PM	2.00 AM	(4.9)		(TO-R **WEST OAKLAND**) E. 2.0	
	I P										5.5		**OAKLAND** (16th Street) E. 1.5	
	I P										7.0	Automatic Train Control	**SHELLMOUND** E. 2.2	
	P										9.2		**BERKELEY** (University Ave.) E. 3.9	
	P										13.1		**STEGE** E. 1.9	
	P										15.0		**RICHMOND** E. 1.6	
	W P									2.45	16.6		**SAN PABLO** E. 3.2	
	E 41 W 37 P										19.8		**SOBRANTE** E. 3.2	
	W 67 P										23.0		**PINOLE** E. 2.5	
	P										25.5		**RODEO** E. 0.8	
	P										26.3		**OLEUM** E. 0.8	
	P										27.1		**TORMEY** E. 0.4	
	P										27.5		**SELBY** E. 1.4	
Port Costa yard	P										28.9 29.0		**CROCKETT** E. 2.1	
	P BKWOT				4.00 PM	9.10 AM					31.1		R **PORT COSTA** E. 1.9	
	P M 116										33.1		**OZOL** E. 1.7	
	IW P	1.30 AM				9.25 AM		5.00	7.45 PM	3.45	34.7 31.7		TO-R **MARTINEZ** E. 5.7	
	P M 118										38.0	A. B. S.	**BENICIA JUNCTION** E. 10.1	
Yard	E 83 W 87 P BKWOY	2.15	11.00 AM					6.45		4.25	48.9		TO-R **SUISUN-FAIRFIELD** E. 4.4	
											51.9		**TOLENAS** E. 7.5	
	M 88 WY P										59.4		**ELMIRA** E. 8.1	
	M 74 W P										67.5		**DIXON** E. 4.7	
	P										71.8		**TREMONT** E. 4.1	
	Yard Limits E 80 W 81 KWIY P	3.30		11.15 AM			8.30 AM	7.50		5.30 AM	75.6		TO-R **DAVIS** E. 4.5	
	M 100 P										80.4		**WEBSTER** E. 6.5	
Sacto. yard	I P										86.9		Sacramento Northern Ry. Crossing E. 2.1	
	BKW OTY P	4.30 AM	3.00 PM	11.45 AM			9.00 AM	8.20 AM			89.0		TO-R **SACRAMENTO**	
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.4)	
		(4.45)	(4.00)	(0.30)	(7.00)	(0.15)	(0.30)	(5.20)	(2.00)	(3.30)			Time over District	
		18.71	10.02	26.80	4.30	14.40	26.80	16.37	15.52	21.03			Average Speed per Hour	

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 3 and 5 for additional schedules between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332 SA, opposite white concrete marker block.

Time Table No. 237

February 15, 1943

	STATIONS	Distance from Sacramento	SECOND CLASS	THIRD CLASS					
			471	514	600	465	463	411	475
			Oakland Freight	Sacramento Division Freight	Sacramento Division Freight	Local Freight	Local Freight	Local Freight	Freight
			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Oakland Ferry	**SAN FRANCISCO** W. 3.5	92.0							
	OAKLAND PIER	88.5							
A. B. S.	TO-R **OAKLAND PIER** W 2.0	88.5							
	(TO-R **WEST OAKLAND**) W. 1.0	(87.5)	12.30 PM			2.00 PM			1.00 AM
	OAKLAND (16th Street) W. 1.5	86.5							
	SHELLMOUND W. 2.2	85.0							
	BERKELEY (University Ave.) W. 3.9	82.8							
	STEGE W. 1.9	78.9							
	RICHMOND W. 1.6	77.0							
Automatic Train Control	**SAN PABLO** W. 3.0	75.4							
	SOBRANTE W. 4.1	72.2							
	PINOLE W. 1.6	69.0							
	RODEO W. 0.8	66.5							
	OLEUM W. 0.8	65.7							
Double Track	**TORMEY** W. 0.4	64.9							
	SELBY W. 2.1	64.5							
	CROCKETT W. 2.1	63.1							
	R **PORT COSTA** W. 2.4	61.0				7.00 AM		11.50 AM	
	OZOL W. 0.5	59.0							
	TO-R **MARTINEZ** W. 7.2	57.4	10.40 AM					11.40 AM	10.35 PM
A. B. S.	**BENICIA JUNCTION** W. 10.6	51.0							
	TO-R **SUISUN-FAIRFIELD** W. 2.5	40.1	10.00				10.40 AM		10.00
	TOLENAS W. 7.5	37.1							
	ELMIRA W. 8.1	29.6							
	DIXON W. 4.3	21.5							
	TREMONT W. 4.8	17.2							
	TO-R **DAVIS** W. 3.8	13.4	9.00 AM	3.30 AM	5.30 AM				8.30
	WEBSTER W. 6.5	8.6							
	Sacramento Northern Ry. Crossing W. 2.1	2.1							
	TO-R **SACRAMENTO**	0.0		3.00 AM	5.05 AM		7.40 AM		7.00 PM
	(88.5)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	Time over District Average Speed per Hour		(3.30) 21.03	(0.30) 26.80	(0.25) 32.16	(7.00) 3.72	(3.00) 13.37	(0.10) 21.60	(6.00) 14.58

ADDITIONAL STATIONS

(Pages 2, 3, 4 and 5)

PEmeryville	MP	6.6
Paraffin	MP	7.4
PStockyards	MP	7.8
PGiant	MP	18.9
PHercules	MP	23.8
PEckley	MP	30.1
PNevada Dock	MP	32.2
Pierce	MP	40.1
PCygnus	MP	42.2
Teal	MP	43.2
Jacksnipe	MP	45.1
Vanden	MP	53.8
Cannon	MP	55.4
Batavia	MP	64.2
Chiles	MP	77.1
Swingle	MP	79.1
Mikon	MP	86.3
Washington	MP	88.3

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 3 and 4 for additional schedules between Oakland Pier and Sacramento.

Automatic train control westward track from Signal 347 to Martinez.

When distant signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	THIRD CLASS	SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 237 February 15, 1943	Distance from Tracy	FIRST CLASS			THIRD CLASS
	412 Local Freight	**410** Freight	**26** Owl	**52** San Joaquin	**58** Sequoia					**25** Owl	**51** San Joaquin	**57** Passenger	**411** Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Port Costa yard WIP	9.25 AM	7.45 PM	7.06 PM	9.19 AM	8.10 AM	34.7	Automatic Train Control	TO-R **MARTINEZ** D.T. E. 1.3 — W. 1.3	47.5	s 7.20 AM	s 7.30 PM	s 9.29 PM	11.40 AM
P						36.0		**MOCOCO** End of Double Track E. 2.1 — W. 2.1	46.2				
64 YP	9.35	7.55		9.25	s 8.18	38.1		TO-R **AVON** E. 2.5 — W. 3.9	44.1	7.15	7.25	s 9.22	11.30
Yard Limits E.82 W.116 WP	9.45	8.05	**7.21**	9.29	f 8.26	41.3		TO **PORT CHICAGO** E. 2.1 — W. 1.3	40.9	7.10	**7.21**	f 9.16	11.20
P	9.50					43.0		**NICHOLS** E. 1.8 — W. 1.8	39.2				
50 P	10.00	8.15	7.32	9.35	8.34	44.8		**McAVOY** E. 2.0 — W. 1.7	37.4	7.04		9.10	11.17
Pittsburg yard 48						46.8		**SHELL POINT** E. 2.1 — W. 2.1	35.4				
75 BP	**10.10** **11.01**	**8.56**	s 7.45	s **9.45**	s 8.59	48.9		TO-R **PITTSBURG** E. 1.9 — W. 1.9	33.3	6.58	s 7.13	s **8.56**	**11.10** **7.48**
55						50.8	Automatic Block System	**LOS MEDANOS** E. 2.9 — W. 2.8	31.4				
44 P	11.50 AM	9.15	7.55	9.52	s 9.09	53.5		TO **ANTIOCH** E. 1.8 — W. 1.3	28.7	6.43		s 8.44	7.35
						55.0		**JERSEY** E. 1.0 — W. 1.0	27.2				
						56.0		**NEWLOVE** E. 0.9 — W. 1.7	26.2				
78	12.01 PM	9.23	8.02	9.56	9.16	57.3		**NEROLY** E. 2.5 — W. 1.7	24.9	6.35		8.38	7.13
						59.4		**ARBOR** E. 2.1 — W. 2.4	22.8				
52 WP	1.00	9.30	f 8.12	10.02	s 9.25	61.7		TO **BRENTWOOD** E. 3.2 — W. 2.9	20.5	6.28	6.58	s 8.33	7.05
						64.7		**SILISAND** E. 1.5 — W. 2.3	17.5				
84 P	1.40	9.40	**8.21**	10.09	s 9.35	66.9		TO **BYRON** E. 2.7 — W. 1.9	15.3	**6.20**		s **8.21**	**6.20**
						69.9		**BYRON HOT SPRINGS** E. 2.5 — W. 2.9	13.3				
46 P	1.50	9.50	8.28		9.43	71.6		**HERDLYN** E. 3.9 — W. 4.1	10.6				5.53
53 P	2.00	9.57		10.19	9.49	75.7		**BETHANY** E. 3.4 — W. 3.4	6.5	6.05	6.44	8.03	5.45
42		10.03				79.1		**JANNEY** E. 3.1 — W. 2.9	3.1				
Tracy Yard BKWOTY P	2.30 PM	10.15 PM	s 8.42 PM	s 10.27 AM	s 10.00 AM	82.2		TO-R **TRACY**	0.0	5.55 AM	6.36 PM	7.53 PM	5.30 AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(5.05) 9.34	(2.30) 19.13	(1.36) 29.69	(1.08) 41.91	(1.50) 25.99			Time over District Average Speed per Hour		(1.25) 33.52	(0.54) 52.77	(1.36) 29.69	(6.10) 7.70

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Brentwood and Pittsburg	Discharge		Fresno
25	Brentwood and Pittsburg	Receive	Berkeley	

RULE 5. At Mococo: Schedule time and train orders will apply at the end of double track.

No. 58 reduce speed at Byron Hot Springs to 10 MPH to dispatch papers.

No. 25 reduce speed at Pittsburg to 10 MPH to dispatch mail.

EASTWARD — LOS BANOS SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco via Antioch			Time Table No. 237 February 15, 1943	Distance from Fresno	FIRST CLASS	THIRD CLASS		
	400 Freight	428 Freight	402 Freight	26 Owl						25 Owl	403 Freight	429 Freight	401 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Tracy yard BKW OTYP	5.40 PM	9.40 AM	1.40 AM	8.50 PM	82.2	Automatic Block System	TO-R	TRACY E. 2.3 — W. 2.9 W. P. Crossing	126.2	s 5.45 AM	7.00 AM	3.00 PM	11.00 PM
45 I P	5.47	9.47	1.47	8.56	84.9			LYOTH E. 2.9 — W. 3.0	123.5		6.50	2.50	10.50
52 P	5.52	9.52	1.52		87.9			YARMOUTH E. 4.8 — W. 4.8	120.5	5.30	6.43	2.40	10.41
52 P	6.00	10.00	2.00	9.05	92.6			VERNALIS E. 3.8 — W. 3.7	115.8	5.22	6.35	2.30	10.32
43 P					96.4			HALLY E. 3.4 — W. 3.9	112.0				
103 WP	6.12	10.12	2.12	9.15	100.4		TO	WESTLEY E. 7.9 — W. 7.4	108.0	5.12	6.23	2.17	10.20
52 P	6.23	10.23	2.23	f 9.26	107.4		TO	PATTERSON E. 5.5 — W. 5.5	101.0	f 5.03	6.12	2.05	10.09
50 P	6.33	10.33	2.33	9.33	113.2			CROWS LANDING E. 4.1 — W. 4.1	95.2	4.55	6.03	1.55	10.00
47 P					117.3			TIMBA E. 1.9 — W. 2.2	91.1				
55 WP	6.43	10.43	2.43	f **9.45**	119.5		TO	NEWMAN E. 3.7 — W. 3.9	88.9	f 4.47	5.53	1.45	**9.45**
50 P	6.49	10.49	2.49	f 9.53	123.5		TO	GUSTINE E. 6.1 — W. 6.0	84.9	f 4.40	5.47	1.39	9.32
67 P	6.59	10.59	2.59	10.01	129.3			INGOMAR E. 6.1 — W. 6.3	79.1	4.32	5.38	1.30	9.23
53 P	7.09	11.09	3.09	10.08	135.6			VOLTA E. 4.8 — W. 5.1	72.8	4.25	5.28	1.20	9.13
80 Yd. Lmt. BKWOY P	7.30	11.30	3.26	s 10.25	140.4		TO-R	LOS BANOS E. 8.0 — W. 7.7	68.0	s 4.19	5.20	1.12	9.05
52 P	7.44	11.44	3.40	10.35	148.3			AGATHA E. 4.7 — W. 5.1	60.1	4.04	4.57	12.50	8.48
101 P	7.51	11.51 AM	**3.58**	s 10.41	153.0		TO	DOS PALOS E. 6.9 — W. 6.4	55.4	f **3.58**	4.50	12.43	8.41
40 P	8.01	12.01 PM	4.14	10.50	159.8			OXALIS E. 6.0 — W. 6.4	48.6	3.49	4.39	12.33	8.31
103 WP	**8.21**	**12.23**	**4.24**	10.57	166.2		TO	FIREBAUGH E. 4.9 — W. 4.6	42.2	f 3.42	**4.24**	**12.23**	**8.21**
43 P	8.33	12.35	4.32	11.03	170.8			CROMIR E. 3.6 — W. 4.0	37.6		4.05	12.15	8.14
89 P	8.39	12.41	4.38	11.09	174.5		TO	MENDOTA E. 7.4 — W. 7.0	33.9	f 3.32	3.59	12.09 PM	8.08
41 P	8.51	12.52	4.50	11.18	181.9		R	INGLE E. 2.7 — W. 2.7	26.5	3.22	3.48	11.58 AM	7.57
44 P	8.55	12.56	4.55	11.21	184.5			JAMESAN E. 8.6 — W. 8.9	23.9	3.19	3.44	11.54	7.53
Yard Limits 125 WY P	9.10 PM	1.10 PM	5.10 AM	11.31	193.0		TO-R	KERMAN E. 3.6 — W. 3.3	15.4	f 3.10	3.30 AM	11.40 AM	7.40 PM
55					196.7			FLOYD E. 2.0 — W. 1.8	11.7				
P				11.38	198.5			ROLINDA E. 4.0 — W. 3.8	9.9	3.00			
P					202.5			PRATTON E. 4.0 — W. 5.9	5.9				
Fresno yard BKWOTYP				s 11.55 PM	208.4		TO-R	FRESNO	0.0	2.45 AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.30) 31.66	(3.30) 31.66	(3.30) 31.66	(3.05) 40.93				Time over District Average Speed per Hour		3.00) 42.07	(3.30) 31.66	(3.20) 33.24	(3.20) 33.24

EASTWARD — Los Banos Subdivison — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco via Antioch		Time Table No. 237 February 15, 1943 Kerman Branch STATIONS	Distance from Caruthers
Yard Limits 125 WY P	193.0	TO-R	KERMAN E. 12.1 — W. 12.1	17.7
22	205.1		RAISIN CITY E. 5.5 — W. 5.8	5.6
20	210.7		CARUTHERS	0.0
			(17.7)	

ADDITIONAL STATIONS

Los Banos Line

Ohm	MP 93.5
pSolyo	MP 94.9
Vanormer	MP 104.8
Stomar	MP 116.0
pLinora	MP 126.9
Trent	MP 138.3
Abatto	MP 141.6
Brito	MP 149.6
Silaxo	MP 161.6
Benito	MP 169.0
Arbios	MP 172.8
Crayold	MP 205.3 (Spur)

Biola Line

West Acres	MP 206

EASTWARD — LOS BANOS SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco via Antioch		Time Table No. 237 February 15, 1943	Distance from Fresno Yard	THIRD CLASS		
	400 Freight	428 Freight	402 Freight					403 Freight	429 Freight	401 Freight
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits 125 WY P	9.10 PM	1.10 PM	5.10 AM	193.0	TO-R	KERMAN E. 7.5 — W. 6.5	18.2	3.30 AM	11.40 AM	7.40 PM
P	9.25	1.25	5.25	200.5	TO	BIOLA E. 8.3 — W. 8.0	10.7	3.17	11.27	7.27
Fresno yd I P	9.42	1.42	5.42	208.6		BIOLA JUNCTION E. 2.6 — W. 2.6	2.6	3.00	11.10	7.10
BKW P	9.50 PM	1.50 PM	5.50 AM	211.2	TO-R	FRESNO YARD	0.0	2.50 AM	11.00 AM	7.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily			(18.2)		Leave Daily	Leave Daily	Leave Daily
	(0.40) 27.30	(0.40) 27.30	(0.40) 27.30			Time over District Average Speed per Hour		(0.40) 27.30	(0.40) 27.30	(0.40) 27.30

RULE 5. At Kerman, schedule time and train orders for westward trains apply at Train-order signal.

Trains to and from Los Banos Subdivision via Biola Jct. will be governed by interlocking signals between Biola Jct. and west switch No. 1 drill track Fresno yard, and will use No. 1 drill track to enter or leave Fresno yard. See Page 10 for additional schedules between Biola Jct. and Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
26	Solyo, Firebaugh, Mendota and Kerman	Receive and Discharge	Fresno	Martinez
25	Solyo	Receive and Discharge	Fresno	Tracy

EASTWARD

LATHROP SUBDIVISION

Time Table No. 237

February 15, 1943

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS				Distance from San Francisco Via Niles		STATIONS
	454 Freight	**421** Freight	**425** Freight	**423** Freight	**232** Passenger	**52** San Joaquin	**58** Sequoia	**59** West Coast			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Tracy yard BKWOTY P	2.35AM				6.50PM	10.32AM	10.15AM		70.8	TO-R	**TRACY** E. 3.1
Tracy yard P									73.9		**BANTA** E. 2.9
Spur									76.8		**WINSHIP** E. 1.5
I P									78.3		**SAN JOAQUIN RIVER DRAWBRIDGE** E. 3.8
Yard Limits E 70 W 79 Fresno 53 YI P	3.05	11.25PM	3.20PM	7.15AM	s 7.10 7.30	s 10.50AM	s 10.35AM	6.27AM	81.5	R	**LATHROP** E. 4.0
Stockton yard P					f 7.37				86.1		**FRENCH CAMP** E. 1.6
Stockton yard I									87.7		T. S. Ry. Crossing E. 3.2 A. T. & S F. Crossing S. E. R. R. Crossing
Stockton yard I BKWOITY P	3.30AM	11.50PM	3.45	7.35	s 7.45 8.00			s 6.40 7.00	90.9	TO-R	**STOCKTON** E. 1.4
Stockton yard I P									92.3		**STOCKTON TOWER No.4** W. P. Crossing E. 0.4
Stockton yard Spur P									92.7		**EL PINAL** E. 1.2
W									93.9		**AKERS** E. 1.1
P									95.0		End of Double Track E. 1.3
125 P					f				96.6		**CASTLE** E. 1.8
Spur									98.1		**TOMSPUR** E. 1.9
125 P					f				100.2		**ARMSTRONG** E. 1.7 C. C. T. Co. Crossing
Yard Limits 131 BKWOYP					s 8.27			s 7.40	103.3		**LODI** E. 3.4
Spur P					f				105.1		**URGON** E. 0.6
125 P					f 8.33				106.2		**ACAMPO** E. 3.1
126 P					f				109.5		**FOREST LAKE** E. 2.5
Yard Limits 175 WYP					s 8.53			s 8.05	111.7		**GALT** E. 3.3
125 P					f				115.5		**NEED** E. 2.8
P					f				117.5		**ARNO** E. 2.0
128 P					f				119.5		**McCONNELL** E. 2.4
135 P					f 9.07			8.24	122.9		**ELK GROVE** E. 2.9
127 P					f				125.7		**MEADOWS** E. 3.3
137 WP					f 9.17			8.32	129.0		**FLORIN** E. 3.8
Sacramento yard P									132.0		**POLK** E. 1.5
Sacramento yard WP		1.05AM	5.00PM	8.50AM	f 9.25PM			8.40AM	133.2		**BRIGHTON** (62.4)

Side notes in station column: D. T. (Tracy–Winship); Double Track (San Joaquin River Drawbridge–Stockton); Double Track (Stockton Tower No.4–End of Double Track); Automatic Block System (Tracy–Brighton); Centralized Traffic Control System (Lodi–Brighton).

TIME AT ELVAS AND SACRAMENTO FOR INFORMATION ONLY. SEE SACRAMENTO DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BRIGHTON AND SACRAMENTO.

	454	421	425	423	232	52	58	59	Distance	STATIONS
										E. 2.9
		1.25AM	5.20PM	9.10AM	9.30PM			8.47AM	136.2	**ELVAS** E. 2.9
					9.40PM			9.00AM	139.1	**SACRAMENTO**
	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.55) 29.20	(1.40) 31.02	(1.40) 31.02	(1.35) 32.65	(2.35) 24.16	(0.18) 35.66	(0.20) 29.10	(2.13) 23.32		Time over District Average Speed per Hour

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.

No. 59 reduce speed to 15 MPH at Acampo and Elk Grove to dispatch mail.

No. 58 stop at San Joaquin Bridge Mondays and days following Holidays to detrain employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency	Receive or Discharge	To or Beyond	From or Beyond
59	Any Station		Receive	Beyond Sacramento	
59	Any Station		Discharge		Fresno

LATHROP SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

STATIONS	Track	Distance from Brighton	FIRST CLASS 231 Passenger Arrive Daily	FIRST CLASS 51 San Joaquin Arrive Daily	FIRST CLASS 57 Passenger Arrive Daily	FIRST CLASS 60 West Coast Arrive Daily	SECOND CLASS 420 Freight Arrive Daily	THIRD CLASS 455 Freight Arrive Daily Ex. Sunday
TO-R **TRACY** W. 3.1	D. T.	62.4	s 11.20 AM	s 6.31 PM	s 7.43 PM			8.00 PM
BANTA W. 2.9		59.3	f 11.12					
WINSHIP W. 1.5		56.4						
SAN JOAQUIN RIVER DRAWBRIDGE W. 4.1	Double Track	54.9						
R **LATHROP** W. 3.7		51.7	11.00 s 10.35	6.15 PM	7.25 PM	9.12 PM	11.25 PM	7.30
FRENCH CAMP W. 1.6		47.1	f 10.28					
T. S. Ry. Crossing W. 3.2		45.5						
A. T. & S. F. Crossing S. E. R. R. Crossing								
TO-R **STOCKTON** W. 1.4		42.3	10.20 s 10.10			8.57 s 8.39	11.00	7.00 PM
STOCKTON TOWER No. 4 W. P. Crossing W. 0.4	Double Track	40.9						
EL PINAL W. 1.2	Centralized Traffic Control	40.5						
AKERS W. 1.1		39.3						
End of Double Track W. 2.5		38.2						
CASTLE W. 0.6		36.6						
TOMSPUR W. 3.1		35.1						
ARMSTRONG W. 2.5		33.0						
C. C. T. Co. Crossing **LODI** W. 1.4		29.9	s 9.50			s 8.18		
URGON W. 1.8		28.1						
ACAMPO W. 3.1		27.0	f					
FOREST LAKE W. 2.9		23.7	f					
GALT W. 2.9		21.5	s 9.30			8.01		
NEED W. 1.8		17.7	f					
ARNO W. 3.0		15.7	f					
McCONNELL W. 2.5		13.7	f					
ELK GROVE W. 2.9		10.3	s 9.10			7.48		
MEADOWS W. 3.4		7.5						
FLORIN W. 2.6		4.2	s 8.58			7.41		
POLK W. 1.5		1.2						
BRIGHTON		0.0	8.50 AM			7.35 PM	9.30 PM	
TIME AT SACRAMENTO AND ELVAS FOR INFORMATION ONLY. SEE SACRAMENTO DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SACRAMENTO AND BRIGHTON.								
W. 2.3 **ELVAS** W. 2.9			8.45 AM			7.28 PM	9.10 PM	
SACRAMENTO			8.35 AM			7.15 PM		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
Time over District Average Speed per Hour			(2.30) 24.96	(0.16) 40.12	(0.18) 35.66	(1.37) 38.60	(1.55) 26.97	(1.00) 20.10

Automatic Block System: Tracy to Brighton.

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.

No. 60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.

No. 60 reduce speed to 15 MPH at Elk Grove to dispatch mail.

No. 57 stop at San Joaquin Bridge upon advice from operator at Lathrop, on Saturdays and days preceding Holidays to entrain employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
60	Any Station	Receive	Modesto	
60	Any Station	Discharge		Roseville

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

Lodi Branch

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Kentucky House
Yard Limits BKWOYP	103.3	TO-R **LODI** E. 1.8 — W. 1.8	39.3
	105.1	C. C. T. Co. Crossing E. 0.1 — W. 0.1	37.5
10	105.2	**ROMA** E. 1.7 — W. 2.1	37.4
17 P	107.1	**VICTOR** E. 3.6 — W. 3.5	35.5
8 P	110.7	**LOCKEFORD** E. 4.1 — W. 4.0	31.9
P	114.7	**CLEMENTS** E. 6.1 — W. 6.0	27.9
27 P	120.8	**WALLACE** E. 5.7 — W. 5.5	21.8
	126.4	**HELISMA** E. 2.9 — W. 2.9	16.2
	129.3	**NORVAL** E. 0.7 — W. 0.9	13.3
Yard Limits 17 P	130.2	TO **VALLEY SPRING** E. 4.5 — W. 4.6	12.4
19 P	134.7	**TOYON** E. 4.5 — W. 4.4	7.9
P	139.0	**MACNIDER** E. 3.6 — W. 3.5	3.6
Yard Limits YWP	142.6	**KENTUCKY HOUSE**	0.0
		(39.3)	

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

Lodi Branch

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Woodbridge
Yd. Limits BK WOYP	103.3	TO-R **LODI** C. C. T. Co. Crossing E. 2.5 — W. 2.5	2.5
	105.8	**WOODBRIDGE**	0.0
		(2.5)	

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

Ione Branch

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Ione
Yard Limits 78 WYP	111.7	TO-R **GALT** E. 5.0 — W. 5.0	27.1
	116.7	C. C. T. Co. Crossing E. 5.3 — W. 5.5	22.1
	122.0	**CLAY** E. 10.1 — W. 10.3	16.8
P	132.3	**CARBONDALE** E. 0.9 — W. 0.5	6.5
	133.0	**LIGNITE** E. 1.8 — W. 1.8	5.8
Spur	134.8	**EDWIN** E. 0.4 — W. 0.4	4.0
Spur	135.2	**CLARKSONA** E. 2.5 — W. 2.5	3.6
Spur	137.7	**DAGON** E. 0.9 — W. 1.2	1.1
Yard Limits WTP	138.8	TO-R **IONE**	0.0
		(27.1)	

MERCED SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 237

February 15, 1943

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco via Antioch		Distance from Fresno	FIRST CLASS			SECOND CLASS		
	420 Freight Leave Daily	60 West Coast Leave Daily	58 Sequoia Leave Daily	52 San Joaquin Leave Daily		STATIONS		59 West Coast Arrive Daily	51 San Joaquin Arrive Daily	57 Passenger Arrive Daily	423 Freight Arrive Daily	425 Freight Arrive Daily	421 Freight Arrive Daily
Yard Limits East 70 Fresno 53 I P	**11.25** PM	9.12 PM	10.57 AM	10.55 AM	92.9	TO-R **LATHROP** E. 0.9 — W. 0.9	112.6	6.27 AM	6.15 PM	s 7.10 PM	7.15 AM	3.20 PM	**11.25** PM
I P					93.8	W. P. Crossing E. 3.0 — W. 3.7	111.7						
76 P	11.35	f 9.21	s 11.07		96.8	TO **MANTECA** E. 1.6 — W. 1.9	108.7			s 6.56	7.05	3.08	11.12
115 P	11.40	9.24	11.11	11.03	99.4	**CALLA** E. 4.7 — W. 4.4	106.1	6.17	6.05	6.53	7.00	3.03	11.07
79 P	11.46	9.29	s 11.20		103.3	TO **RIPON** E. 3.1 — W. 3.5	102.2	6.11		s 6.48	6.42	2.55	10.59
79 P	11.51 PM	9.33	s 11.26	11.10	106.4	**SALIDA** E. 4.0 — W. 6.3	99.1	6.06		s 6.41	6.37	2.50	10.54
Yard Limits No. 1, 98 No. 2, 110 No. 3, 125 BKWOYP	12.05 AM	s 9.50	s 11.40	s 11.25	113.1	TO-R **MODESTO** E. 4.3 — W. 1.0	92.4	s 5.55	s 5.50	s 6.31	6.25	2.37	10.42
I P					114.7	T. S. Ry. Crossing E. 2.5 — W. 3.2	90.8						
72 P	12.15	9.57	s 11.48	11.32	117.4	**CERES** E. 3.6 — W. 3.6	88.1			f 6.06	6.13	2.25	10.30
70 P	12.20	10.01	f 11.54 AM		120.8	**KEYES** E. 5.4 — W. 4.6	84.7	5.38	5.35	f 6.02	6.08	2.20	10.25
Yard Limits 82 P	12.30	s **10.13**	s 12.08 PM	s 11.44	126.2	TO-R **TURLOCK** E. 5.6 — W. 6.5	79.3	s 5.30	s 5.28	s 5.55	5.59	2.11	**10.13**
93 P	12.40	10.21	f 12.16		131.9	**DELHI** E. 4.5 — W. 4.3	73.6			f 5.44	5.49	2.01	9.45
80 WP	12.58	f 10.30	s 12.26	11.55 AM	136.4	TO **LIVINGSTON** E. 6.4 — W. 6.4	69.1	5.11		s 5.39	5.40	1.53	9.35
72 P	1.13	f 10.40	f 12.36		143.2	TO **ATWATER** E. 1.9 — W. 1.6	62.3	5.02	5.06	s 5.30	5.22	1.44	9.10
					144.8	**BUHACH** E. 1.7 — W. 2.6	60.7						
128 P	1.21	10.45	12.41	12.07 PM	147.4	**FERGUS** E. 4.2 — W. 3.0	58.1	4.56			5.15	1.37	9.00
Yard Limits 147 BKWOTP	1.30	s 11.05	s 12.55	s 12.18	150.5	TO-R **MERCED** E. 5.8 — W. 6.6	55.0	s 4.50	s 4.57	s 5.20	5.10	1.30	8.52
72 P	1.45	11.16	f **1.05**	12.26	156.6	**LINGARD** E. 4.1 — W. 4.1	48.9	4.34		5.01	4.56	**1.05**	8.35
76 P	1.52	11.21	f 1.10		160.5	**ATHLONE** E. 6.3 — W. 6.6	45.0	4.28	4.41		4.50	12.50	8.28
80 P	2.02	11.28	f 1.18	**12.37**	166.9	**MINTURN** E. 1.5 — W. 0.9	38.6	4.20		4.50	4.40	**12.37**	8.18
WYP		f 11.32	s 1.25		168.2	TO **CHOWCHILLA** E. 4.8 — W. 5.3	37.3			s 4.48			
76 P	2.12	11.39	f 1.34		173.0	**FAIRMEAD** E. 2.6 — W. 2.8	32.5		4.29	f 4.40	4.31	12.12	8.07
71 WTP	2.17		f 1.41		176.5	**BERENDA** E. 3.2 — W. 3.0	29.0	4.09			4.25	12.06	8.00
100 P	2.22	11.47	1.46	12.51	179.2	**NOTARB** E. 5.2 — W. 4.2	26.3				4.20	12.01 PM	7.55
Yard Limits 143 WP	2.32	s 11.59 PM	s 1.58	s 1.00	183.9	TO **MADERA** E. 6.0 — W. 6.8	21.6	s 3.59	s 4.19	s 4.28	4.12	11.53 AM	7.47
76 P	2.41	12.09 AM	2.08	1.07	190.2	**IRRIGOSA** E. 5.5 — W. 5.4	15.3	3.44			4.00	11.40	7.35
80 P	2.49	12.15	f 2.17	1.13	195.6	**HERNDON** E. 3.9 — W. 3.1	9.9	3.38	4.04	f 4.14	3.50	11.30	7.25
Fresno Yard I P					199.2	**BIOLA JCT.** E. 2.6 — W. 2.6	6.3						
Fresno Yard BKWP	3.00 AM	12.22	2.24	1.20	201.8	TO-R **FRESNO YARD** E. 3.7 — W. 3.7 Double Track	3.7	3.30	3.58	4.08	3.40 AM	11.20 AM	**7.15** PM
Fresno Yard BKW OTYP		s 12.35 AM	s 2.35 PM	s 1.30 PM	205.5	TO-R **FRESNO**	0.0	3.20 AM	3.50 PM	4.00 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.35) 30.39	(3.23) 33.28	(3.38) 30.99	(2.35) 43.52		Time over District Average Speed per Hour		(3.07) 36.12	(2.25) 46.59	(3.10) 35.55	(3.35) 30.39	(4.00) 27.23	(4.10) 26.14

Automatic Block System

See page 7 for additional schedules between Biola Jct. and Fresno Yard.

No. 58 reduce speed to 10 MPH at Delhi and Atwater to dispatch papers.

No. 59 will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.

No. 60 reduce speed to 5 MPH at Chowchilla to receive mail.

ADDITIONAL STATIONS

P	Cognac	MP 100.6	
	Covell	MP 108.1	
	Alcant	MP 129.3	(Spur)
	Arena	MP 138.9	(Spur)
	Creegan	MP 151.9	(Spur)
	Labranza	MP 163.3	(Spur)
	Sierra Vista	MP 165.8	(Spur)
	Borden	MP 186.7	
	Tharsa	MP 193.5	(Spur)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
60	Any Station	Discharge		Stockton

EASTWARD — NILES SUBDIVISION — WESTWARD

Time Table No. 237

February 15, 1943

Capacity of sidings in car lengths		THIRD CLASS	SECOND CLASS		Distance from San Francisco		STATIONS	Distance from Tracy	SECOND CLASS		THIRD CLASS		
		408	402	406					473	477	401	409	433
		Freight	Freight	Freight					Freight	Freight	Freight	Freight	Freight
		Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits	WIYP	6.00 AM	8.50 PM		26.2	TO-R	**REDWOOD JCT.** E. 1.3 — W. 1.3	57.7	10.55 AM	6.40 PM	3.10 AM		
					27.5	D. T.	End of Double Track E. 0.5 — W. 0.5	56.4					
					28.0		**SWEENEY** E. 1.3 — W. 1.5	55.9					
64	P	6.07	8.57		29.5		**HENDERSON** E. 1.6 — W. 1.4	54.4	10.49	6.34	3.04		
					30.9		**RAVENSWOOD** E. 2.7 — W. 3.2	53.0					
51	P	6.15	9.05		33.9		**DUMBARTON** E. 2.6 — W. 3.1	50.0	10.41	6.26	2.56		
Yard Limits 100	WIYP	6.35	9.30	6.05 AM	37.2	TO-R	**NEWARK** E. 3.6 — W. 3.1	46.7	10.34	6.19	2.49		
51	P	6.45	9.35	6.10	40.1	Automatic Block System	**CENTERVILLE** E. 1.5 — W. 1.9	43.8	10.28	6.13	2.43		
Yard Limits 80	P	7.00	9.38	6.25	41.7		**SHINN** E. 1.2 — W. 0.3	42.2	10.25	6.10	2.40		
	IYP	7.02	9.40	6.30	42.5	TO-R	W. P. Crossing **NILES TOWER** E. 0.5 — W. 0.5	41.4	10.23	6.08	2.38	3.08 AM	2.30 PM
		7.05	9.42	6.33	43.0 29.9		**NILES JUNCTION** E. 1.8 — W. 2.6	40.9	10.22	6.07	2.37	3.07	2.29
76	P	7.10	9.47	6.38	31.7		**FARWELL** E. 3.8 — W. 4.0	39.1	10.18	6.03	2.33	3.03	2.24
95	P	7.21	9.58	6.49	35.6		**SUNOL** E. 5.1 — W. 4.8	35.2	10.08	5.53	2.23	2.53	2.14
73	P	7.32	10.09	7.00	40.9	TO	**PLEASANTON** E. 1.4 — W. 0.7	29.9	9.57	5.42	2.12	2.42	2.03
Yard Limits	IYP				42.0	TO	**RADUM** E. 0.4 — W. 0.4	28.8					
					42.4		**REMILLARD** E. 0.5 — W. 2.0	28.4					
E 110 W 105	YP	7.36	10.13	7.04	43.0		**ELIOT** E. 3.2 — W. 3.8	27.8	9.53	5.38	2.08	2.38	1.59
Yd. Lmts. E 85 W 80	BK WP	7.45	10.30	7.12	46.9	TO-R	**LIVERMORE** E. 2.3 — W. 0.3	23.9	9.45	5.30	2.00	2.30	1.50
	P				48.4		**TREVARNO** E. 1.5 — W. 2.3	22.4					
74	P	7.52	10.37	7.19	50.5		**ULMAR** E. 4.4 — W. 4.6	20.3	9.38	5.23	1.53	2.23	1.41
94	WTP	8.05	10.49	7.29	55.0	TO	**ALTAMONT** E. 4.9 — W. 4.7	15.8	9.27	5.12	1.42	2.12	1.30
72	P	8.15	10.59	7.40	59.5		**CAYLEY** E. 3.8 — W. 3.8	11.3	9.17	5.02	1.32	2.02	1.05
72	P	8.27	11.11	7.52	63.1		**MIDWAY** E. 7.7 — W. 7.0	7.7	9.05	4.50	1.20	1.50	12.50
Tracy Yard	BKWOTY P	8.40 AM	11.25 PM	8.10 AM	70.8	TO-R	**TRACY**	0.0	8.45 AM	4.30 PM	1.00 AM	1.30 AM	12.30 PM
		Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily			(57.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(2.40) 21.64	(2.35) 22.33	(2.05) 22.41			Time over District Average Speed per Hour		(2.10) 26.63	(2.10) 26.63	(2.10) 26.63	(1.38) 23.30	(2.00) 20.70

RULE 5. At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Santa Clara siding No. 1 on the Elmhurst-Santa Clara line is the track between crossover 300 feet west of station building and west house track switch and designated as "Passenger Siding" to be used by passenger trains only and its use will be covered by train order. Santa Clara siding No. 2 is siding east of the station building, and will be designated as "Siding" and will be used by either passenger or freight trains. Schedule time and train orders on Elmhurst-Santa Clara line at Newark will apply at "Siding."

NILES SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 237 February 15, 1943	Distance from Santa Clara	FIRST CLASS				SECOND CLASS	THIRD CLASS		
	418	416	422	74	40	12	250				39	73	11	255	407	419	437	417
	Local Freight	Local Freight	Freight	Oakland Lark	W. P. Passenger	W. P. Passenger	Passenger				W. P. Passenger	Oakland Lark	W. P. Passenger	Passenger	Freight	Freight	Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
				8.00 PM	5.00 PM	1.00 PM	7.00 AM	0.0	SAN FRANCISCO E. 3.5 — W. 3.5	44.8	8.20 AM	9.50 AM	5.50 PM	6.50 PM				
				8.20	5.20	1.20	7.20	3.5	OAKLAND PIER Oakland Ferry	41.3	8.00	9.30	5.30	6.30				
Oakland yard BKWI P				8.28 PM	5.40 PM	1.40 PM	7.30 AM	3.5	TO-R OAKLAND PIER E. 1.4 — W. 1.4 Cedar St. Crossing	41.3	s 7.45 AM	s 9.20 AM	s 5.10 PM	s 6.20 PM				
BKW CITY P	10.30 AM	6.30 AM	8.45 PM					4.9	TO-R WEST OAKLAND E. 1.0 — W. 1.0	39.9						3.30 AM	3.30 PM	5.50 PM
I P					5.48 PM	1.48 PM		5.9	Western Pacific Crossing MAGNOLIA TOWER E. 0.8 — W. 0.8	38.9	7.35 AM		4.57 PM					
I P				s 8.45			s 7.47	6.7	OAKLAND (First Street) E. 1.6 — W. 1.6	38.1		s 9.07		s 6.07				
P								8.3	EAST OAKLAND E. 1.4 — W. 1.4	36.5								
I P				s 8.52			s 7.54	9.7	FRUITVALE E. 3.7 — W. 3.7	35.1		s 8.53		s 5.55				
64 WP	10.55	6.55 AM	9.30	8.58			7.59	13.4	TO-R ELMHURST End of Double Track E. 2.1 — W. 2.1	31.4		8.45		5.48		3.00	3.05 PM	5.25
	11.05							15.5	MULFORD E. 2.1 — W. 2.3	29.3								5.15
P	11.20							17.8	ROBERT E. 2.4 — W. 2.9	27.0								5.05
70 WP	11.25		9.44	9.07			8.08	20.2	RUSSELL E. 1.5 — W. 1.1	24.6		8.37		5.40		2.45		4.50
P	11.30 AM							21.5	MOUNT EDEN E. 1.5 — W. 1.3	23.3								4.45
Spur								23.0	BAUMBERG E. 1.8 — W. 2.4	21.8								
64 P	12.30 PM		9.55	9.14			8.15	25.3	TO ALVARADO E. 1.4 — W. 0.8	19.5		8.31		5.34		2.35		4.30
								26.2	HALL E. 2.2 — W. 2.2	18.6								
								28.4	ARDEN E. 2.3 — W. 3.0	16.4								
Yard Limits WIY P No. 1—23 No. 2—107	12.50 PM		10.10	9.22			s 8.23	30.6	TO-R NEWARK E. 2.2 — W. 1.4	14.2		8.23		5.27	6.05 AM	2.20		3.30 PM
								32.8	MOWRY E. 1.2 — W. 1.9	12.0								
80 P			10.20	9.27			8.29	34.1	ALBRAE E. 2.5 — W. 1.7	10.7		8.08		5.22	5.58	2.00		
P								36.5	DRAWBRIDGE E. 2.5 — W. 2.7	8.3								
P				9.32			8.35	39.1	ALVISO E. 2.3 — W. 2.6	5.7		f 8.02						
53 P			10.38	f 9.38			8.40	41.7	TO AGNEW E. 3.4 — W. 2.9	3.1		f 7.57		5.14	5.47	1.40		
San Jose yd. KI P			10.45 PM	9.43 PM			8.45 AM	44.8	TO-R SANTA CLARA	0.0		7.52 AM		5.10 PM	5.40 AM	1.30 AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.20) 10.01	(0.25) 20.40	(2.00) 19.95	(1.15) 33.04	(0.08) 18.00	(0.08) 18.00	(1.15) 33.04		Time over District Average Speed per Hour		(0.10) 14.40	(1.28) 28.14	(0.13) 11.77	(1.10) 35.54	(0.25) 34.08	(2.00) 19.95	(0.25) 20.40	(2.20) 10.01

Double Track: Oakland Pier to Elmhurst. Automatic Block System: Oakland Pier to Santa Clara.

No. 73 stop on flag at Drawbridge Wednesdays and Saturdays.

No. 74 stop on flag at Drawbridge Wednesdays, Fridays, Saturdays and Sundays.

RULE 5. At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Santa Clara siding No. 1 on the Elmhurst-Santa Clara line is the track between crossover 300 feet west of station building and west house track switch and designated as "Passenger Siding" to be used by passenger trains only and its use will be covered by train order. Santa Clara siding No. 2 is siding east of the station building, and will be designated as "Siding" and will be used by either passenger or freight trains. Schedule time and train orders on Elmhurst-Santa Clara line at Newark will apply at "Siding."

Sections of Western Pacific first class trains may display signals between Oakland Pier and Magnolia Tower (W. P. Chestnut Jct.), in either direction without train-order authority.

Registration of sections of W. P. first class trains terminating at W. P. Chestnut Jct. and moving to W. P. Oakland Yard may be phoned from W. P. Oakland Yard to Operator Southern Pacific, Oakland Pier for entry on register at Oakland Pier.

NILES SUBDIVISION

Capacity of sidings in car lengths	EASTWARD THIRD CLASS 433 Freight	EASTWARD THIRD CLASS 416 Local Freight	EASTWARD THIRD CLASS 409 Freight	Distance from San Francisco	Time Table No. 237 February 15, 1943 STATIONS	Distance from San Jose	WESTWARD THIRD CLASS 437 Local Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily				Arrive Daily Ex. Sunday
Oakland yard 64 WP		6.55 AM		13.4	TO-R **ELMHURST** E. 1.3 — W. 1.8	34.3	3.05 PM
Oakland yard 36 P		7.00		14.8	TO **SAN LEANDRO** E. 1.8 — W. 1.7	32.9	3.00
				16.5	**ESTUDILLO** E. 0.8 — W. 0.7	31.2	
35 P		7.15		17.5	**LORENZO** E. 2.6 — W. 2.7	30.2	2.50
100 WP		8.15		20.1	TO **HAYWARD** E. 4.0 — W. 3.8	27.6	2.40
33		8.25		24.0	**HALVERN** E. 2.4 — W. 2.4	23.7	1.50
32 P		8.35		26.5	**DECOTO** E. 1.4 — W. 1.1	21.2	1.45
				27.6	**PABRICO** E. 1.1 — W. 1.9	20.1	
Yard Limits 70 KWY P		10.00 AM		29.2	TO-R **NILES** E. 1.0 — W. 0.3	18.5	1.30 PM
Yard Limits IY P	2.30 PM		3.10 AM	29.7	TO-R **NILES TOWER** W. P. Crossing E. 2.6 — W. 3.3	18.0	
35 P	2.40		3.20	32.8	**IRVINGTON** E. 3.9 — W. 3.8	14.9	
39 P	2.48		3.28	36.3	**WARM SPRINGS** E. 4.4 — W. 4.3	11.4	
37 P	2.58		3.38	40.7	**MILPITAS** E. 2.6 — W. 2.2	7.0	
35 P	3.04		3.44	43.3	**WAYNE** E. 4.4 — W. 4.4	4.4	
San Jose yard BKWOITY P	3.20 PM		4.00 AM	47.7	TO-R **SAN JOSE**	0.0	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		(34.3)		Leave Daily Ex. Sunday
	(0.50) 22.20	(3.05) 5.12	(0.50) 22.20		Time over District Average Speed per Hour		(1.35) 9.98

Automatic Block System (Elmhurst to San Jose)

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

Eastward Niles Subdivision Westward

Distance from San Francisco	Time Table No. 237 February 15, 1943 Stonehurst Branch STATIONS	Distance from Stonehurst
13.4	TO **ELMHURST** E. 0.9 — W. 0.9 Western Pacific Crossing	0.9
14.3	**STONEHURST**	0.0
	(0.9)	

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 237
February 15, 1943
Napa Branch

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo		STATIONS	Distance from Calistoga	THIRD CLASS	
	440 Local Freight	438 Local Freight					439 Local Freight	441 Local Freight
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday
Yard BK 101 WOY P	2.00AM	1.00AM	50.5	TO-R	SUISUN-FAIRFIELD E. 2.6 — W. 2.7	47.8	5.10AM	6.15PM
			47.9		SUBEET E. 1.5 — W. 1.7	45.2		
29	2.10	1.10	46.2		THOMASSON E. 1.5 — W. 1.5	43.5	5.00	6.00
39 WP	2.15	1.15	44.8		CORDELIA E. 3.8 — W. 3.7	42.1	4.55	5.50
W25 E28 P	2.25	1.25	41.0		CRESTON E. 3.9 — W. 3.6	38.3	4.45	5.35
Yard Limits WY P	2.45	1.40AM	37.2	TO-R	NAPA JUNCTION E. 0.8 — W. 0.8	34.5	4.30AM	5.15
			38.0		Napa Valley Ry. Crossing E. 6.9 — W. 7.6	33.7		
Yard Limits 50 W	4.00		45.5	TO	NAPA E. 2.9 — W. 2.4	26.2		4.45
29	4.10		47.8		UNION E. 6.3 — W. 6.0	23.9		3.50
	4.30		54.0	TO	YOUNTVILLE E. 3.5 — W. 3.5	17.7		3.40
	4.55		57.5		OAKVILLE E. 2.0 — W. 1.9	14.2		3.20
	5.10		59.4		RUTHERFORD E. 1.7 — W. 1.8	12.3		3.05
	5.15		61.2		ZINFANDEL E. 2.2 — W. 2.5	10.5		2.50
22	6.10		63.6		ST. HELENA E. 4.3 — W. 3.8	8.1		2.45
W			67.5		BALE E. 1.4 — W. 1.5	4.2		
W			69.0		MAPLE E. 2.7 — W. 2.7	2.7		
Yard Limits 21 BKT	7.00AM		71.7	TO-R	CALISTOGA	0.0		2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily			(47.8)		Leave Daily	Leave Daily Ex. Sunday
	(5.00) 9.52	(0.40) 19.80			Time over District Average Speed per Hour		(0.40) 19.80	(4.15) 11.17

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 237
February 15, 1943
Schellville Branch

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo		STATIONS	Distance from Schellville Junction	THIRD CLASS	
		438 Local Freight					439 Local Freight	
		Leave Daily					Arrive Daily	
Yard Limits WYP		2.00AM	37.2	TO-R	NAPA JUNCTION E. 0.4 — W. 0.4	11.3	4.10AM	
			37.6		Napa Valley Ry. Crossing E. 0.1 — W. 0.5	10.9		
68		2.05	38.0		LOMBARD E. 3.0 — W. 2.6	10.5	4.05	
P			40.7		BRAZOS E. 1.5 — W. 1.5	7.8		
			42.2		BUCHLI E. 3.5 — W. 3.5	6.3		
			45.7		RAMAL E. 2.8 — W. 2.8	2.8		
Yard Limits Y		2.40AM	48.5	TO-R	SCHELLVILLE JCT.	0.0	3.30AM	
		Arrive Daily			(11.3)		Leave Daily	
		(0.40) 17.25			Time over District Average Speed per Hour		(0.40) 17.25	

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table
No. 237
February 15, 1943
Winters Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from End of Track	
WY P		59.4 59.6	R	ELMIRA E. 4.1 — W. 4.1	30.8	
		63.7	TO	VACAVILLE E. 4.8 — W. 4.8	26.7	
		68.5		HARTLEY E. 7.4 — W. 7.6	21.9	
WT 20		76.0	TO	WINTERS E. 4.4 — W. 4.3	14.4	
		80.3		NORTON E. 2.5 — W. 2.4	10.1	
		82.8		ARROZ E. 0.8 — W. 0.9	7.6	
		83.6		CITRONA E. 3.2 — W. 3.1	6.8	
		86.8		MADISON E. 3.0 — W. 3.2	3.6	
W		89.9	TO-R	ESPARTO E. 0.6 — W. 0.5	0.5	
		90.4		END OF TRACK	0.0	
				(30.8)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table
No. 237
February 15, 1943
Union Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Union	
		48.5	END OF TRACK E. 0.3 — W. 0.3	2.3	
		48.8	WEST NAPA E. 2.0 — W. 2.0	2.0	
30		50.8	UNION	0.0	
			(2.3)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table
No. 237
February 15, 1943
Benicia Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Benicia	
Port Costa yd. M118 P		38.0	BENICIA JUNCTION E. 3.8 — W. 4.1	5.6	
P		33.8	ARMY POINT E. 1.3 — W. 1.3	1.4	
P		32.4	BENICIA	0.0	
			(5.6)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 237
February 15, 1943
San Ramon Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Radum	
67 YP		38.1	TO-R	AVON E. 2.9 — W. 2.9	29.7	
		41.0		GALINDO E. 1.4 — W. 1.7	26.8	
26 W		42.5	TO	CONCORD E. 2.6 — W. 2.6	25.3	
		45.1		HOOKSTON E. 0.7 — W. 0.6	22.7	
		45.8		LAS JUNTAS Sacramento Northern Ry. Crossing E. 2.3 — W. 2.5	22.0	
23		48.2	TO	WALNUT CREEK E. 4.5 — W. 4.3	19.6	
		52.6		ALAMO E. 2.0 — W. 2.3	15.2	
		54.8		DANVILLE E. 3.3 — W. 3.1	13.0	
34		57.7		SAN RAMON E. 5.7 — W. 5.6	10.1	
Yard Limits		63.6		DOUGHERTY E. 2.7 — W. 3.0	4.2	
27		66.4		ASCO E. 1.5 — W. 1.2	1.4	
IY P		67.8	TO	Western Pac. Crossing RADUM	0.0	
				(29.7)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 237
February 15, 1943
Vallejo Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Vallejo	
Yard Limits 38 WYP		37.2	TO-R	NAPA JUNCTION E. 2.8 — W. 2.8	7.1	
21		34.4		FLOSDEN E. 4.3 — W. 4.3	4.3	
Yard Limits WT		30.1	TO-R	VALLEJO	0.0	
				(7.1)		

ADDITIONAL STATIONS
NAPA BRANCH

Rocktram	MP 42.8
Imola	MP 44.2
Oak Knoll	MP 50.2
Thomann	MP 62.1
Krug	MP 64.5
Barro	MP 65.3
Larkmead	MP 68.3

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

Oakdale Branch

Capacity of sidings in car lengths		THIRD CLASS 454 Freight Leave Daily Ex. Sunday	Distance from San Francisco via Niles		STATIONS	Distance from Montpellier	THIRD CLASS 455 Freight Leave Daily Ex. Sunday
Stockton Yard BKWOITY P		4.00AM	90.9	TO-R	**STOCKTON** W. P. Crossing C. C. T. Co. Crossing E. 5.1 — W. 5.1	48.9	6.30PM
Spur			96.0		**ORFORD** E. 1.7 — W. 1.7	43.8	
Spur			97.7		**SIBLEY** E. 2.9 — W. 2.9	42.1	
Spur			100.6		**HOLDEN** E. 3.0 — W. 3.3	39.2	
28 YP		4.30	103.8		**PETERS** E. 4.5 — W. 4.4	36.0	6.00
P		4.45	108.2		**FARMINGTON** E. 3.4 — W. 3.2	31.6	5.47
Spur			111.5		**GOTRI** E. 5.1 — W. 5.3	28.3	
P		5.00	116.7		**VALLEY HOME** E. 4.0 — W. 3.8	23.1	5.25
Spur			120.6		**ADELA** E. 1.8 — W. 1.8	19.2	
Yard Limits 50 WP		5.30AM	122.4	TO-R	**OAKDALE** A. T. & S. F. Crossing E. 3.9 — W. 3.9	17.4	5.00PM
			126.3		**CLARIBEL** E. 6.0 — W. 6.2	13.5	
P			132.4	TO	**WATERFORD** E. 1.6 — W. 1.6	7.4	
P			134.0		**HICKMAN** E. 5.4 — W. 5.7	5.8	
P			139.8		**MONTPELLIER**	0.0	
		Arrive Daily Ex. Sunday			(48.9)		Leave Daily Ex. Sunday
		(1.30) 21.00			Time over District Average Speed per Hour		(1.30) 21.00

EASTWARD MERCED SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

Chowchilla Branch

Capacity of sidings in car lengths		Distance from San Francisco via Antioch		STATIONS	Distance from Dairyland
41 WP		168.2	TO	**CHOWCHILLA** E. 4.4 — W. 4.4	10.1
		172.6		**ASH** E. 1.5 — W. 1.5	5.7
Spur		174.1		**OVEJA** E. 1.2 — W. 1.2	4.2
		175.3		**TILLMAN** E. 1.9 — W. 1.9	3.0
Spur		177.2		**PLAINS** E. 1.1 — W. 1.1	1.1
		178.3		**DAIRYLAND**	0.0
				(10.1)	

EASTWARD MERCED SUBDIVISION WESTWARD

Time Table No. 237

February 15, 1943

Berenda Branch

Capacity of sidings in car lengths		Distance from San Francisco via Antioch		STATIONS	Distance from Daulton
WT P		176.5	R	**BERENDA** E. 3.3 — W. 3.3	11.4
I		179.8	TO	**KISMET TOWER** A. T. & S. F. Crossing E. 4.0 — W. 4.0	8.1
		183.8		**TALBOT** E. 4.1 — W. 4.1	4.1
		187.9		**DAULTON**	0.0
				(11.4)	

DIVISION MILEAGE

MAIN LINES

Oakland Pier to West Oakland	C. P. Ry.	1.01	
West Oakland to Washington, via Martinez	S. P. R. R.	86.20	
Davis to end Western Division	S. P. R. R.	1.45	
Martinez to Tracy	S. P. R. R.	47.62	
Tracy to Biola Junction	C. P. Ry.	116.89	
Oakland Pier to Tracy, via Niles	C. P. Ry.	67.45	
Lathrop to Polk	C. P. Ry.	50.30	
Elmhurst to Santa Clara	S. P. C. Ry.	30.26	
End Coast Division to Niles Junction	C. P. Ry.	14.85	
Niles to San Jose	C. P. Ry.	16.08	
Tracy to Fresno	S. P. R. R.	124.18	
Kerman to Biola Junction	S. P. R. R.	5.84	
	F. T. Co.	8.69	
Total Main Lines			570.82

BRANCHES

Alvarado	C. P. Ry.	Halvern to Alvarado	2.63	
Winters	S. P. R. R.	Elmira to End of Track	30.74	
Chowchilla	V. E. R. R.	Chowchilla to Dairyland	10.23	
Ione	S. P. R. R.	Galt to Ione	26.91	
Kerman	S. P. R. R.	Kerman to Caruthers	18.43	
Lodi	C. P. Ry.	Lodi to Lodi	.01	
	S. P. R. R.	Lodi to Woodbridge	2.58	
	S. P. R. R.	Lodi to Valley Spring	26.67	
	S. P. Co.	Valley Spring to Kentucky House	12.65	
Madera Spur	S. P. R. R.	Madera to end of Madera Spur	3.89	
Napa	S. P. R. R.	Suisun-Fairfield to Calistoga	47.34	
Vallejo	S. P. R. R.	Napa Jct. to South Vallejo	7.14	
Oakdale	S. P. R. R.	Stockton to Montpellier	49.33	
Berenda	S. P. R. R.	Berenda to Daulton	11.90	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer	2.03	
Riverdale	S. P. R. R.	Ingle Easterly	.25	
San Ramon	S. P. R. R.	Avon to Radum	29.85	
Schellville	S. P. R. R.	Napa Jct. to Schellville	11.30	
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst	.75	
Union	S. P. R. R.	Union to West Napa	2.30	
Total Branches				296.93
Total Western Division				8 67.75

SPECIAL INSTRUCTIONS

RULE 1 (A). Standard Clock at yard office, Richmond Transfer.

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

Oakland	E. W. Becker, 3357 E. 14th St.
Oakland	L. L. Hoffman, 740 Broadway
Oakland	E. S. Griffin, 214 Easton Bldg.
Oakland	Don J. Allphin, 5836 Foothill Blvd.
Alameda	A. O. Gott
Berkeley	W. R. Burke, 2199 Shattuck Avenue
Berkeley	Ernest L. Dorrett, 1823 Solano Avenue
Richmond	O. A. Poulsen, 822 McDonald Ave.
Stockton	C. Mantele, 129 N. Sutter St.
Lodi	Jack Labes
Benicia	Curt S. Appe
Vallejo	G. E. Bangle Co.
Calistoga	Albert Mercer
Winters	C. E. Wyatt
Sacramento	H. T. Harger, 1026 K St.
Roseville	D. B. Farnsworth
Martinez	John G. Beard
Pittsburg	H. A. Minasian
Tracy	Geo. E. Crain, Jr.
Livermore	C. Harlie Power
San Jose	Kochers, 169 So. First St.
Newman	Ernest Beall
Los Banos	John B. Machado
Fresno	N. Nielsen, 1236 Fulton St.
Madera	Robert J. Wellman
Merced	R. C. Haun
Modesto	W. P. Shoemake
Turlock	D. F. Hall

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, last Thursday in November.
Christmas Day, December 25th.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamlined trains "CITY OF SAN FRANCISCO" and to trains Nos. 51, 52 and 57 between MP 43.5 and Tracy and between Lathrop and Fresno when handled by P-10 class or lighter engines which have been cross counterbalanced.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

SHELLMOUND-TRACY

Eastward							Westward
29.6	46.9	64.9	77.5	46.4	59.0	73.2	
36.7	55.6	70.1		50.4	63.2	77.2	
39.3	59.9	74.1		55.2	68.4	80.7	

TRACY-FRESNO

Eastward							Westward
83.3	115.9	146.7	183.0	84.2	114.7	142.1	183.3
86.3	117.9	151.5	191.5	86.5	118.9	149.8	186.0
91.1	121.8	158.4	195.2	89.4	121.1	155.1	195.5
94.9	125.5	164.1	196.9	94.2	125.1	161.4	200.0
98.3	127.7	169.3	200.9	97.9	128.7	167.8	203.9
105.7	133.9	172.9	205.5	101.9	130.9	172.3	.....
111.5	138.8	180.3	.....	108.9	137.0	176.5	.....

LATHROP-FRESNO

Eastward							Westward
95.2	116.0	134.9	155.1	100.8	115.1	128.4	149.0
101.8	119.2	141.5	159.0	105.1	119.2	134.0	152.5
104.9	124.0	144.9	194.0	108.5	123.0	138.4	158.3
109.0	130.5	148.6	197.9	.....		144.6	197.3

TRACY-BRIGHTON

Eastward							Westward
89.1	106.2	111.0	125.0	98.9	105.7	112.1	127.5
96.8	106.8	119.8	126.8	100.8	108.3	122.1	128.9
98.6	107.5	120.4	130.4	102.6	109.6	122.7	132.7
100.4	.....	.....	.....	.....	.....	.....	.....

☛ "SAFETY"

ELMHURST-TRACY

Eastward							Westward
13.5	22.6	27.5	48.8	14.8	21.5	45.4	65.9
16.0	25.0	39.3	67.4	16.4	25.3	51.8	70.1
....	....	....	....	18.9	27.8	....	....

REDWOOD JCT.-NILES

Eastward							Westward
27.9	32.5	35.0	38.6	27.7	28.9	31.1	38.5

ELMHURST-SANTA CLARA

Eastward							Westward
18.7	23.3	28.7				22.0	36.0

NILES-SAN JOSE

Eastward							Westward
39.3	....	....				....	....

RULE 14 (d). As specified below, ——— ——— ——— o will be indication that flagman may return from west as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Elmhurst-San Jose line.
Fresno, Trains on Pratton line.
Biola Jct., Trains on Los Banos Subdivision.

RULE 14 (e). As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from east as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Milpitas line.
Napa Jct., Trains on Schellville Jct. line.
Suisun-Fairfield, Trains on Napa Jct. line.
Davis, Trains on Woodland line.
Galt, Trains on Ione line.
Lodi, Trains on Valley Spring and Woodbridge lines.
Stockton, Trains on Merced Subdivision.
Lathrop, Trains on Merced Subdivision.
Tracy, Trains on Los Banos Subdivision.
Berenda, Trains on Daulton line.
Kerman, Trains on Biola line.
Ingle, Trains on Riverdale line.

SPECIAL INSTRUCTIONS

RULE 14 (k). Will not apply in C. T. C. System.

RULE 14 (l). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

Westward trains sound whistle signal 14(l) just before entering tunnel east of Selby.

RULES 17 and 17 (C). Headlights of engines standing at end of wharf at Oakland Pier must be extinguished when steamers are entering slip. Headlights of eastward trains must be extinguished while standing at Oakland Pier and dimmed until Oakland Pier tower has been passed.

Mars Signal Light on engines so equipped must not be used.

RULE S-17. In C. T. C. will not apply on controlled sidings.

RULE 19. Markers must be properly displayed in C. T. C. System. Fig. 7 will not apply on controlled sidings.

RULE 21 (C). Passenger engines to handle trains from Oakland Pier may display indicators before leaving West Oakland.

Indicators of engines on trains arriving Oakland Pier may be displayed until engine reaches roundhouse at West Oakland, and must be removed immediately on arrival at delivery track.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 30. Between the hours of 9:00 p. m. and 6:00 a. m. engine bell must not be rung, except in emergency, in city limits of Napa.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Westward regular trains from Lathrop Subdivision to Merced Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Westward sections and extra trains authorized at Stockton by train order for movement on Merced Subdivision may leave Lathrop without clearance.

Regular trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision without clearance.

Trains from Merced Subdivision for movement eastward on Lathrop Subdivision may leave Lathrop without clearance.

Trains using west leg of wye to Merced Subdivision must obtain clearance before leaving Lathrop.

Trains via Agnew receiving Western Division clearance at San Jose may leave Santa Clara without clearance.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Second and third-class and extra trains to or from Western Division passing Sacramento will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83. Proceed signal from switch tender at Front St. Sacramento, green flag by day, green light by night, will indicate that all westward superior trains have left Sacramento.

Identification may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). Only trains originating or terminating will register at:

Modesto
Turlock
Oakdale
Davis
Newark
Port Costa
Avon
Los Banos
Ingle
Fresno Yard
Livermore
Pittsburg
Suisun-Fairfield
West Oakland

Sacramento: Trains originating or terminating, except second and third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.:
Eastward trains;
Westward trains, except first-class, and extras handling passenger equipment only;
Trains originating or terminating at 12th St.

Martinez: Westward trains and trains originating or terminating.

Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower, Niles and Kerman.

Rule 83 (A) will not apply to trains originating or terminating at Lathrop when using east leg of wye.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular Trains
Niles	All Trains
Niles Tower	All Trains
Redwood Junction	All Trains
Newark	Nos. 407 and 406
Santa Clara	All trains at Santa Clara Tower
Martinez	Westward Trains
Stockton	Second class and extra trains except those originating or terminating
Kerman	All Trains
Lathrop	All trains on Lathrop Subdivision. Merced subdivision trains originating or terminating at Lathrop using west leg of wye.
Merced,	All trains except those originating or terminating.
Davis	Nos. 17, 23 and 24.

Sacramento, 12th St.:
Eastward trains;
Westward trains, except first-class, and extras handling passenger equipment only.

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Streamliner "CITY OF SAN FRANCISCO" when communicating signal may be used.

RULE 93. When cars are moved from one point to another on main track within yard limits by night a red light must be displayed in a conspicuous position on rear of rear car, and when left standing on main track within yard limits a red light must be displayed on each end of cut.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

WEST MP			EAST MP
	Oakland	(Martinez line)	17.35
	"	(Niles line)	15.82
	"	(Alvarado line)	14.01
27.97	Port Costa		39.24
	"	(Benicia line)	End track
	"	(Tracy line)	37.08
47.05	Suisun-Fairfield		52.45
	"	(Napa Br.)	45.75
74.20	Davis		77.34
	"	(Tehama line)	76.88
85.51	Sacramento		95.35
131.60	"	(Stockton line)	
39.53	Port Chicago		42.93
46.31	Pittsburg		51.68
80.70	Tracy	(Martinez-Los Banos line)	85.64
69.19	"	(Niles-Lathrop line)	74.37
139.61	Los Banos		142.01
192.46	Kerman		194.53
	"	(Kerman Br.)	194.52
206.04	Fresno	(Pratton-Selma line)	210.81
208.44	"	(Biola-Exeter line)	208.15
199.07	"	(Merced-Clovis line)	209.60
80.56	Lathrop	(Tracy-Stockton line)	83.04
	"	(Merced line)	94.02
85.07	Stockton		93.72
	"	(Oakdale Br.)	94.41
101.57	Lodi		104.25
	"	(Victor line)	104.45
111.10	Galt		113.21
	"	(Ione Br.)	112.91
129.04	Valley Spring		130.50
141.94	Kentucky House		End track
138.28	Ione		End track
109.94	Modesto		114.93
124.98	Turlock		127.32
149.55	Merced		151.42
182.67	Madera		186.99
24.50	Redwood Jct.	(San Mateo-Newark line)	28.25
	"	(Palo Alto line)	27.20
35.36	Newark	(Centerville-Redwood Jct. line)	38.51
28.79	"	(Alvarado-Santa Clara line)	32.25
41.29	Niles	(Tracy-Redwood Jct. line)	30.67
27.37	"	(Hayward-Redwood Jct. line)	30.95
41.74	Eliot		45.40
	"	(San Ramon Br.)	63.25
47.79	Livermore		48.72
43.74	San Jose	(Alviso-Coyote line)	56.00
44.85	"	(Milpitas line)	
39.17	Napa Jct.	(Creston-Calistoga line)	38.21
	"	(Schellville Br.)	38.86
	"	(Vallejo Br.)	36.37
44.34	Napa		46.46
70.82	Calistoga		End track
47.72	Schellville Jct.		"
31.81	Vallejo		"

Oakland. Oakland yard includes Stonehurst branch, Richmond Transfer, Richmond Belt Ry., and Interurban Electric lines.

When moving against current of traffic on steam or electric lines, flagman must protect crossing before moving over 5th Ave., 19th Ave., 29th Ave., and High St.

Tracy. Eastward passenger trains from Martinez line must receive proceed signal from yardman before passing Signal 820.

Eastward trains from Niles line must receive proceed signal from yardman before passing Signal 704.

Fresno. Trains moving between Tulare St. and Merced St. (east and west of passenger station) must receive proceed signal from yardman (green flag or green light) between those points.

Westward trains via Pratton line must receive proceed signal from yardman (green flag or green light) before passing Divisadero St.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

Lodi. Move with caution, not exceeding 10 MPH over CCT crossing on make-up track.

RULE 95. Train orders issued under Form F reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE D-97 (A). Will apply on double track between Oakland Pier and Sacramento and between Oakland Pier and Elmhurst and between Tracy and Stockton Tower No. 4, and between Martinez and Mococo.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Schellville line, "stop."
Napa Valley Railway, 3600 feet east of Napa Junction on Napa line, "stop."
Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line, "stop."
A. T. & S. F. Ry. at Oakdale, "stop."
Central California Traction Co. at Roma, "stop."
Central California Traction Co. at M. P. 116.7 Ione Branch, "stop."
Western Pacific Railway, between Elmhurst and Stonehurst, "stop."
Western Pacific Railway at 42nd Ave., Oakland, "stop" and flag.
Key Route crossing Santa Fe lead east of Santa Fe Interchange, Oakland, "stop."
Ward St. Berkeley at Stanford St. "stop" and flag.
Surryhne Drill crossing, Santa Fe lead east of Santa Fe Interchange, Oakland: Passenger trains of Santa Fe must approach crossing under control and not exceed 10 MPH over crossing, and if visibility is impaired or if trains are on or approaching crossing on drill track, must stop and not proceed until it is safe to do so. All trains, motors, or engines except passenger trains of either railroad "stop" and flag.
Alameda, Belt line bet'n West Alameda and Pacific Ave. "stop."
Alameda, Belt line bet'n Eagle Ave. and Tynan, "stop."

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

Martinez-Benicia Bridge	Suisun Bay
Sacramento	Sacramento River
Cygnus	Cordelia Slough
Avon	Pacheco Slough
Dumbarton	San Francisco Bay
West of Newark	Newark Slough
Between Albrae and Alviso	Warm Springs Creek—Coyote Creek
San Joaquin River Bridge	San Joaquin River
Brazos	Napa River
Fruitvale, Fruitvale Ave. Drawbridge	Tidal Canal

DRAWBRIDGE NOT INTERLOCKED:

Drawbridge not interlocked over San Joaquin river on spur track in connection with Stockton Port Belt Ry., Stockton, normal position of bridge, OPEN. Sound signal 14 (j) for bridge to be closed.

RULE 103 (A).

Richmond: Track circuits to crossing protective devices on Track No. 1 at Clinton Avenue, are arranged to give protection only on westward movements. Eastward movements on Track No. 1 must be protected by flag over this crossing.

Turlock: Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p.m. All switching during these hours must be done from west end of melon and house tracks.

Newman: By ordinance, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

Los Banos: While making switching movements on the back track and the west middle, a trainman must be stationed on the ground at the Fourth street crossing.

Stockton: When making movements eastward on Scott's Avenue, before crossing El Dorado Street, following will govern:

With engine ahead pulling cars, stop and proceed.

With cars being pushed, stop and proceed with yardman protecting movement over El Dorado Street.

No train, engine, motor or car shall be operated over any crossing where special signs appear, reading:

STOP—FLAG HIGHWAY TRAFFIC, or
CAUTION—FLAG HIGHWAY TRAFFIC

unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Elmhurst	End of double track for Eastward track.
	Junction Switch for Niles line.
Whistle Signals:—	For Santa Clara line, o ——— ———.
	For Niles line, ——— o ———.
	For Stonehurst line, o ——— o.
Niles	West end, for Livermore line.

Operator will handle junction switch and cross-over switch west of station building when on duty 4:00 p.m. to 8:00 a.m. daily for trains to or from Niles Tower line, using green flag or green light for proceed indication.

Whistle signal for this route, ——— o o ———.

Westward trains using crossover west of station building will be governed by Signal 287.

Avon	San Ramon Branch, for siding.
Napa Junction	Suisun-Fairfield-Napa line, for Vallejo line.
Union	Cross-over switch at west end of siding, for Union line.
Suisun-Fairfield	Napa line, for siding.
Elmira	Winters line, for east leg of wye.
Tracy	West end, for Martinez Subdivision.
	East end, for Lathrop Subdivision.
Lodi	Woodbridge line, for Lathrop line.
	Valley Spring line, for siding Lathrop line.
Galt	Ione line, for siding Lathrop line.
Ingle	Riverdale line, for siding Los Banos Subdivision.
Kerman	Caruthers line for siding Los Banos line.
	Biola line, for Pratton line.
Berenda	Daulton line, for main track Modesto line.
Fresno Yard	Clinton Ave. (End of double track.) For eastward track. This is a spring switch.
Fresno	Pratton line, for eastward track. This is a spring switch.

Martinez. The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and normal line-up will be for Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is a spring switch.

Cross-over located 300 feet east of Signal 346SA near east end of the bridge will be known as "Upper Crossover."

Cross-over located 2700 feet east of M.P. 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:—For the Bridge line, o ——— ———.
For Tracy line, ——— o ———.

Mococo	(End of double track)—For westward track. This is a spring switch.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO."

RULE 105. LATHROP: Westward siding is the siding leading from the westward main track 1500 feet east of corral and re-entering main track just east of water tank and to be used by westward trains.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard, and to be used by eastward trains. Speed must not exceed 20 MPH through this siding.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track at Signal 932 and to be used by trains to or from Merced Subdivision.

MODESTO: Siding No. 1 enters main track 1740 feet east of M.P. 110 and leaves main track 1800 feet east of M.P. 111 and is to be used by eastward trains.

Siding No. 2 enters main track 2000 feet east of M.P. 111 and leaves main track 2243 feet east of M.P. 112.

Siding No. 3 enters main track 3432 feet east of M.P. 113 and leaves main track 2112 feet east of M.P. 112 and is to be used by westward trains.

ELIOT: Eastward siding is first siding north of main track and to be used by eastward trains. Westward siding is second siding north of main track and to be used by westward trains.

LIVERMORE: Eastward siding is opposite station extending 4600 feet westward and is to be used by eastward trains. Westward siding is 2000 feet east of station extending 4000 feet eastward and is to be used by westward trains.

PORT CHICAGO: Eastward siding is the first track on bay side of main track and to be used by eastward trains. Westward siding is the first track on station side and to be used by westward trains.

SUISUN-FAIRFIELD: Eastward siding is first track east of eastward main track and enters eastward main track 2280 feet east of M.P. 47 and is to be used by eastward trains. The westward siding is first track west of westward main track and enters westward main track 3000 feet west of M.P. 50 and is to be used by westward trains, and such trains will enter this siding at cross-over about opposite freight house.

DAVIS: Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis tower and is to be used by eastward trains. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of M.P. 77 and is to be used by westward trains.

KERMAN: North siding is siding north of main track extending from M.P. 192.92 to M.P. 194.16, to be used by trains from and to Biola line only. Eastward trains to have preference when west switch is lined for same and proceed signal (green flag by day or green light by night) is received from Operator. Westward trains from Biola line meeting eastward trains to Biola line will use Pratton line main track from junction switch of Biola line, except when train order specifically authorizes use of siding by westward train and requires eastward train to use main track to junction switch. South siding is siding south of main track extending from M.P. 192.83 to M.P. 193.81.

RULE 107. More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only should be moving. Passenger trains to have preference.

Station platform indicator 2200 feet west of station at Crockett indicates whether or not platform at Crockett is occupied by other trains. Eastward trains to be governed thereby.

RULE 204. Trains of Lathrop or Merced subdivision, with the same conductor and engineer operating through Lathrop may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. Light will not be displayed in train-order signals on Winters, Napa, San Ramon, Oakdale and Lodi branches, except when train orders are to be delivered.

Trains must obtain a clearance before leaving Newark, Stockton, Merced, Napa Junction, Niles and Kismet Tower.

When train orders are to be delivered to westward trains at Lathrop stop indication will be displayed in Signal 813SA. When train orders are to be delivered to eastward trains on Lathrop Subdivision at Lathrop, stop indication will be displayed in Signal 818SA. Trainmen and enginemen must be in position to receive train orders passing these signals.

RULE D-251. Applies as follows:

On both main tracks,
    Between Oakland Pier and Elmhurst.
    Between Brighton and Polk.
    Between Fresno Yard and Calwa.
On eastward track,
    Lathrop to Stockton.
On westward track,
    Stockton Tower No. 4 to Stockton.
    Lathrop to Tracy.
    Sacramento to Davis train-order office.

Proceed indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward second-class and inferior trains to move irrespective of timetable superiority of No. 262 from Davis to Sacramento.

RULE 505. AUTOMATIC BLOCK SYSTEM.

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

TRACY: Signals are numbered as automatic signals and are under control of switch tender. When "stop" is displayed, trains must stop and not proceed until "proceed" is indicated or proceed signal is given with green flag or green light by switch tender.

Eastward movements are governed by dwarf light signals 710, 712 and 714.

Westward movements from Lathrop Subdivision are governed by high light type signal 713 located 300 feet east of puzzle switch, the top light governing movements on main track and the lower light governing movements to hill or local yard, and dwarf light signal 715 located on right of eastward track 300 feet east of puzzle switch governing movements to all routes.

Westward movements from Los Banos Subdivision are governed by semaphore type signal 823, located 300 feet east of puzzle switch, top arm governing movements on main track and lower arm governing movements to hill or local yard.

Westward freight trains stopped by Signal 717, located just east of highway crossing east of Tracy, use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

ELMHURST: Signals are numbered as automatic signals and are under control of switch tender. When "stop" is displayed, trains must stop and not proceed until "proceed" is indicated or proceed signal is given with yellow flag or yellow light by switch tender.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device:

Westward Signals		Eastward Signals
	NILES SUBDIVISION	
P-423	Spring switch, Shinn	
	Rock slide detector fence, MP 52.6	P-526
P-543	Rock slide detector fence, MP 54.3	
	MARTINEZ SUBDIVISION	
	Spring switch, Napa Jct.	P-374
P-359	Spring switch, Mococo	P-356 P-358

If signal P-356, P-358 or P-359 indicates "stop" careful examination of switch must be made, and hand throw the switch from normal to reverse and back to normal before passing over it. If Signal P-358 governing trailing movement through spring switch continues to indicate "stop" switch must be treated as a hand throw switch, and movement governed by Rule 509 (F).

RULE 535. SPRING SWITCHES.

Spring switches are located as follows and speed indicated must not be exceeded when passing over such switches:

		MPH			MPH
San Joaquin River Drawbridge:					
West End	Trailing eastward	25	Napa Jct.	Trailing eastward	8
	Facing westward	35		Facing westward	30
East End	Trailing westward	35	Mococo	Trailing eastward	35
	Facing eastward	25		Facing westward	35
Lathrop	Trailing eastward from siding	20	Martinez	Trailing westward	35
	Facing westward	35	Redw'd Jct.	Trailing eastward	25
Shinn	Trailing eastward	8		Facing westward	35
	Facing westward	35			
Fresno, Clinton Ave., end double track:			Fresno, Junction Pratton line:		
	Trailing westward	35		Trailing eastward	15
	Facing eastward	25		Facing westward	10

RULE 516. Overlap posts:

Port Chicago	Eastward trains.
Nichols (150 feet east of west switch)	Eastward trains.
Wayne (Highway Crossing)	Eastward trains.
Hayward (2500 feet east of Signal 187)	Westward trains.
Livermore (1275 feet east of Signal 473)	Westward trains.
Livermore (850 feet west of Signal 470)	Eastward trains.
Manteca (2300 feet east of west switch)	Eastward trains.
Floyd (1500 feet east of west switch)	Eastward trains.

RULE 605. INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within Oakland yard limits signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o ——— o o.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4, and to signal bridge 105 on tracks, 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double-arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

Temporary connection between tracks 7 and 9 leading to Electric Garden Freight slip, and PCA plant is not interlocked from 180 feet east to 750 feet west of Signal Bridge 100.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 204.

Whistle signal for movement to West Oakland yard, o ——— ———.

From Santa Fe Interchange to Oakland Pier, ———.

To Santa Fe Interchange, o ——— o.

Telephones connected to 16th Street and West Oakland Towers are located on Lattice Pole 1733, 250 feet east of Bridge 200 and on signal case 30 feet west of junction of Tracks 1 and 2, to be used when necessary to obtain permission to pass signals as per Rule 663 (b).

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, o ——— ———.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 110 to signal bridge 112:

On Oakland Pier-Sacramento line extend from light signal on trolley pole 3183, 500 feet west of West Oakland freight lead crossing to westward signals 300 feet east of signal bridge 200:

On West Oakland freight lead extend from westward signals 300 feet east of signal bridge 200 to signal bridge 112 on First Street line and to three-arm signal 500 feet west of First Street crossing leaving West Oakland yard.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127 on westward track and to westward dwarf Signal 680 west of signal bridge 127 on eastward track.

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home Signal at west wye switch to home signal at east wye switch and on Radum-Avon line to home signal at wye switch.

Normal position of interlocking signals for Niles-Tracy line and Western Pacific main track will be proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal if no signal operator on duty.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from two-light signal fifteen feet east of the east junction wye switch at east end of Niles yard, Tracy line, to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Switch at east end of No. 1 track is electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals as follows:
For San Jose, o ——— ———. For Niles, o ——— o.
For Centerville, ——— o ———. For Tracy, ——— o ——— o.
Engines from trains to Niles yard for water, o ——— o ———.

NEWARK TOWER

Limits extend from two-light signal fifty feet east of the wye switch on the Centerville line to two-light signal 1150 feet east of the wye switch on the Santa Clara line and to two-light signal 650 feet west of the wye switch on Elmhurst line and dwarf signals on Redwood Junction line near Newark Station. Switches and derails west end of Santa Clara siding extension and east end house track are electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals:—For Santa Clara, o ——— ———.
For Santa Clara siding, o ——— ——— o.
For Redwood Junction, ——— o ——— o.
For Dumbarton siding, ——— o ——— o o.
For Centerville, ——— o ———.
For Elmhurst, o ——— o.

LIMITS OF MARTINEZ-BENICIA BRIDGE INTERLOCKING PLANT EXTEND AS FOLLOWS:

BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span;

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

EAST END ZONE

On eastward track from Signal 346SA near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "stop." After second switch of crossover is thrown it will indicate "proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf Signal 345.

LIMITS OF MARTINEZ STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward Signal 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train-order office.

On eastward track from two-light signal 600 feet east of Martinez passenger station to westward dwarf signals 938 feet east of Martinez passenger station on both Bridge and Tracy lines.

Telephones connecting with interlocking station are located at each end of interlocking limits.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, o ——— ———.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, ——— o ———.

MIKON TOWER—Crossing Sacramento Northern Railway

Signal operator on duty 9:00 a. m. to 6:00 p. m. less meal hour period of one hour, daily except Sundays and holidays. During hours when signal operator not on duty, signals will be placed and derails lined for movements on Southern Pacific tracks.

SAN JOAQUIN RIVER DRAW BRIDGE TOWER—
San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west switch to dwarf signal 350 feet east of east switch; on westward track from home signal 450 feet east of east switch to dwarf signal 350 feet west of west switch.

Both switches are spring switches.

LIMITS OF LATHROP STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

EAST ZONE

From Signal 818SA on bracket pole 575 feet west of west switch of crossover to Signal 821SA, 65 feet east of east switch of crossover.

WEST ZONE—From Signal 814SA, 360 feet west of junction switch to Signals 813SA and 815SA, 340 feet east of junction switch.

SOUTH ZONE—From Signals 934SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass Signal 828 from east siding when at "stop" will be procured from signal operator, but must comply with Rule 509. Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

Speed of 25 MPH must not be exceeded through switches of East Zone and 15 MPH through switches of West Zone.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Signal operator on duty 6:00 p. m. to 10:00 p. m. and 11:00 p. m. to 3:00 a. m. daily except Sundays and holidays. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when signal operator not on duty. During hours when signal operator is on duty, switch leading to Union Stockyards track will be electrically locked and controlled by signal operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from signal operator and will be given in accordance with Rule 628. It may be called for by use of whistle signal, ——— ——— ——— o.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through this plant when signal operator on duty.

STOCKTON TOWER No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Engineers will sound whistle signals as follows when they wish switches lined for:
Westward main track, o o ——— ———.
Eastward main track, ——— o ———.
Middle track, o ——— ———
Old siding, ——— ——— o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3—Western Pacific R. R. Crossing Weber Avenue and Union Street, Stockton

STOCKTON TOWER No. 4—Western Pacific R. R. Crossing, .4 mile west of El Pinal

Limits on eastward track extend from two-light signal 660 feet west of crossing to single-light signal 900 feet east of crossing. Westward track from two-light signal 900 feet east of crossing to dwarf signal 200 feet west of crossing.

Switches and derails on tracks of Gulf Red Cedar Products Company and Gilmore Oil Company are hand operated with electric lock controlled by signal operator.

When engineers wish to use cross-over they will sound whistle signal, ——— o ———.

MODESTO TOWER—Tidewater Southern Railway Crossing 1.8 miles east of Modesto

Signal operator on duty 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m. daily except Sundays and Holidays; during other hours signals and derails lined for Southern Pacific movement. Instructions governing operation of plant posted in tower.

LATHROP TOWER—Western Pacific R. R. Crossing .9 mile east of Lathrop on Merced Subdivision

Engineers of eastward trains will sound whistle signal, ——— o, when they wish to enter or pass through this plant.

LYOTH TOWER—Western Pacific R. R. Crossing, Lyoth

Engineers will sound whistle signal, o ——— o, when wish to enter or leave siding.

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 601 to 604-A, inclusive.

POLK

Switch and eastward signals at Polk are operated from Elvas Tower and their use is governed by Sacramento Division special instructions.

RULE 825. Marker posts have been installed and cars must not be left within 250 feet of either side of crossing of Highway No. 180 at Floyd.

TRAIN INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When any car containing T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature is loaded in excess of 65% of the marked capacity, the maximum distance that a freight train handling may run without stopping for inspection is 50 miles.

AIR BRAKE RULES

RULE 2. Immediately after engine is detached from trains arriving Oakland Pier make running test to ascertain if brakes are in operative condition when proceeding to the wharf.

RULE 24. Rear end test on freight trains must be made immediately prior to departure from:

Altamont	Trains that stop
Toyon	All trains.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	Trains that stop.

Freight trains may pass Altamont or Creston without stopping for purpose of rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 4. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

RULE 33. One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

When necessary, retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Jct. Not less than 10 retainers will be used. Eastward freight trains that average 160 Ms or over per operative brake must use at least 10 retainers on head end of train between Altamont and Midway.

RULE 39. Running test on passenger trains must be made:

Oakland, 16th St.	Westward trains for Oakland Pier

Equipment being handled between Oakland Pier and West Oakland.

On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton and westward passenger trains leaving Akers, Stockton and Lathrop.

On Martinez Subdivision will not be necessary to make running test for drawbridges at Cygnus and Avon.

Eastward passenger trains via Benicia Jct. that do not stop at Martinez will make running test immediately after passing west switch at Ozol.

Westward passenger trains will make running test approaching Signal 357 east of steel viaduct.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines of trains of more than 30 cars must be cut off before spotting at column.

Westward freight trains taking water at Merced between 7:00a. m. and 6:00 p. m. will stop east of east crossing.

Engines of Sierra Railway Co. will take water from Southern Pacific supply at Oakdale, necessitating use of main track by Sierra engines for this purpose. All trains and engines must move with caution between "F" and "G" Streets, Oakdale, expecting to find main track occupied.

2. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

4. In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

4. (a) Pushing trains out of yards:

(a) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine, except when pushing trains between Port Costa and Benicia Jct. in either direction, air must be coupled through pusher engine. Stop must be made when rear end of train is clear of lift span of bridge to cut helper off.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. The working track between Port Costa and M.P. 28.20 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

6. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Napa line.

Cars must not be left on straight leg of wye at Lathrop so as to block the tool house or crossover.

Engines will be turned on Santa Fe wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Sierra switch key may be found in phone box at S. P. station. Every precaution for safety must be observed, flagging if conditions require.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Tracks on Dock No. 1, Oakland Pier, are not safe for engine or cars.

Halvern-Alvarado line cannot be used beyond point 2500 feet from switch of Sugar Plant on Alvarado end and 500 feet from switch of siding on Halvern end.

Engines heavier than those shown herein will not be permitted to operate on following lines or tracks except as authorized by Chief Train Dispatcher:

Schellville Branch	Mk 9
Vallejo Branch	C
Napa Branch, Napa Jct. to Union	C
Napa Branch, Union to Calistoga	M 4
Union Branch	M 4
Winters Branch, Winters to End of Track	M 4
San Ramon Branch, Avon to San Ramon	M 4
Ione Branch	C
Lodi Branch	C
Galt, Crossover from Controlled Siding to Oil Track	C
Elk Grove, Elk Grove Winery Spur	C
Florin, Florin Fruit Growers' Spur	C
Stockton, Tracks 2 and 3 except to pick up and set out cars	C
Stockton, turntable lead at roundhouse	Mt
Stockton wye	C
Oakdale Branch	Mk 6
Chowchilla Branch	M 4
Berenda Branch	T 40
Tremont, Corral Track	C
Mulford, Automotive Fibers Corpn. spur	Mk 6
Alvarado, Alameda Sugar Co. Spur	Mk 6
Alviso, Cannery Spur	C
Agnew, Distillery Spur	C
Ravenswood and Dumbarton Spurs	C
Lodi, Tracks 5 and 6 and crossover from track 3 to track 5	C
Manteca, Spreckles Sugar Spur	C
Livingston, Spur to Shed 101	C
Madera, Winery Spur	Mk 4
Crows Landing, Yancy Lbr. Spur	C
Timba Spur	M 9
Gustine, Consolidated Glass can loading track	C
Gustine, Carnation Creamery can loading track	C
Los Banos, Builder's Lumber Co. Spur, Union Oil Spur and Golden State Creamery Spur	C

Lodi, engines with wheel base in excess of 41 ft. must not be turned on wye.

Engines heavier than consolidation types must not operate over series of slip switches, movable point crossings, and turnouts constituting double track crossovers from eastward and westward steam and electric tracks to west leg of Fruitvale wye.

11. MAIN TRACK

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from north, designated as 1, 2, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5 and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3 and 4 and used as follows:

3—Westward Steam Trains.
4—Eastward Steam Trains.

15. Trains must not pass switchtenders' stations at Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed, green flag by day and green light by night, and will move with caution between Sacramento River Bridge and Seventh Street.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them. The term "freight car" does not include a baggage, express or mail car, or a caboose.

Engines must have full tank of water when being turned on turntable at Altamont.

SPEED RESTRICTIONS

Speed of Trains Regulated by Ordinance Through City Limits:

PAGE	LOCATION	Passenger MPH	Freight MPH	Engine Backing MPH
2, 3, 4, 5	Martinez, over grade crossings, (except)	15	15	15
	Eastward trains operating over Benicia bridge	20	30	15
2, 3, 4, 5	Dixon	50	35	20
2, 3, 4, 5	Washington	20	20	20
6	Pittsburg	25	25	20
7, 10	Fresno	20	20	12
8, 9, 15	Stockton, all main tracks, (except)	20	20	20
	Between Wilson Way and Sacramento St.	8	8	8
	Tracks other than main tracks	8	8	8
8, 9	Lodi	15	15	15
11	Pleasanton	15	15	15
11	Livermore	10	10	10
12	Oakland, between Market and Oak Streets	15	15	15
12	Alviso	35	25	15
13	San Jose	12	12	12
14	Vallejo, Tennessee St. Crossing	15	15	10
14	Napa	8	8	8
14	St. Helena	12	12	12
15	Oakdale	20	20	20
..	Oakland over San Pablo Ave. at Stanford	15	15	15
..	Oakland over Fruitvale Ave. Drawbridge	8	8	8
..	Berkeley over Ward St.	15	15	15
..	Alameda over Pacific Ave. & Buena Vista Ave.	6	6	6

SPEED RESTRICTIONS (Continued)

The following maximum speed will apply to trains Nos. 51, 52 and 57 when handled by P-10 class or lighter engines which have been cross counter-balanced:

Page No.	BETWEEN	MPH
6	MP 43.5 and Tracy (except)	65
6	Through City Limits of Pittsburg	25
10	Western Pac. Crossing and Biola Jct	65
10	Biola Jct. and Fresno (except)	60
10	Through Interlocking Plant at Biola Jct	40
10	Eastward, end of double track MP 201.9	25
10	Westward, end of double track MP 201.9	35
10	Through City Limits of Fresno	20

Following engines are cross counter-balanced, and must not exceed 75 MPH:

All GS-1-2-3-4-5; Mt-1-2-3-4-5.

All P-7-8-10-12 except 2470 and 2477.

Following engines have been cross counter-balanced and must not exceed 55 MPH:

All AC-4-5-7-8-10-11.

F-1-3-4-5: 3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

Page	Class of Engine	Station—Territory—Track or Structure	MPH
10	GS	Between Biola Jct. and Fresno	55
13	GS and AC	Bridge 18.16—San Lorenzo Creek—East of Lorenzo	25
11	GS and AC	Bridge 31.56—Alameda Creek—West of Farwell	25
11	GS and AC	Bridge 36.87—Sunol Creek—East of Sunol	25
8–9	GS and AC	Bridge 76.57—Paradise Cut—Between Banta and San Joaquin Bridge	25
8–9	GS and AC	Bridge 104.38—Mokelumne River—East of Lodi	25
8–9	GS and AC	Bridge 119.14—Consumnes River—West of McConnell	25
10	GS and AC	Bridge 104.27—Stanislaus River—East of Ripon	25
10	GS and AC	Bridge 113.84—Tuolumne River—East of Modesto	25
10	GS and AC	Bridge 134.84—Merced River—Between Delhi and Livingston	25
10	GS and AC	Bridge 194.52—San Joaquin River—West of Herndon	25
6	All	On Chemical spur, Shell Point	10
7	All	On spur, Timba	10
10	All	Spreckles Sugar spur, Manteca	10
10	All	Sugar Pine spur, Madera	10
10	All	Winery spur, Madera	20
11	All	Salt spur, Dumbarton	8
11	All	Spur, Ravenswood	8
12	All	Distillery spur, Agnew	15
13	All	Halvern-Alvarado line	10
14	All	Winery spur, Cordelia	10
14	All	Winery spur, Barro on curves	15

M-21 class engines must not be used on branch lines.

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed **50 MPH** and Freight and Mixed trains **35 MPH** except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, **35 MPH**, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

		PASSENGER								LIGHT ENGINES RUNNING FORWARD				
Page No.	TERRITORY	STREAM-LINER DIESEL POWER UNIT	P-7-8 (cross counter-balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-26-32-37-40 P-1-3-4-5-6-7-8-11 A Gas-elec. cars	F-1-3-4-5 (cross counter-balanced) AC-4-5-7-8-9-10-11	M (except M-21) T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9	C-2 to 10, inc.-18-19-26-27-28-29 AC-6 AM-2	M-21 C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3	FREIGHT AND MIXED	E P A Mt-1-2-3-4-5 GS-1-2-3-4-5	T-26-32-37-40 F-1-3-4-5 (cross counter-balanced)	M T-1-8-9-23-28-31-36-57-58 C-2 to 10 inc.-18-19-26-27-28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17 TW AC Mk-2-4-10 AM-2	LIGHT ENGINES BACKING (except gas-elec. cars)
2-3-4-5	Oakland and Berkeley, University Ave. (except)	60	50	50	50	50	45	40	35	45	40	35	30	30
2-3-4-5	Across freight leads, West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20
2-3-4-5	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15	15	15
2-3-4-5	Berkeley, University Ave. and M.P. 21.5 (except)	80	65	65	55	50	45	40	40	45	40	35	30	30
2-3-4-5	Over crossing Buchanan St., Albany	80	50	50	50	50	45	40	40	45	40	35	30	30
2-3-4-5	M.P. 13.8 and M.P. 15.6	45	45	45	45	45	45	40	40	45	40	35	30	30
2-3-4-5	M.P. 21.5 and Port Costa, Tangent	60	50	50	50	50	45	40	40	45	40	35	30	20
2-3-4-5	M.P. 21.5 and Port Costa, on Curves	45	40	40	40	40	40	40	35	40	40	35	30	20
2-3-4-5	Port Costa and M.P. 28.2 on Working Track								15	15	15	15	15	15
2-3-4-5	Passing Port Costa Station	50	40	40	40	40	40	40	20	40	40	35	30	20
2-3-4-5	Port Costa and Martinez, Tangent	60	50	50	50	50	45	40	35	45	40	35	30	20
2-3-4-5	Port Costa and Martinez, on Curves	50	45	45	45	45	45	40	30	45	40	35	30	20
2-3-4-5	Eastward Track, Martinez to M.P. 35	45	45	45	45	45	45	40	35	45	40	35	30	20
2-3-4-5	Eastward Track, M.P. 35 to Mikon	95	70	65	55	50	45	40	40	45	40	35	30	30
2-3-4-5	Both Tracks, Mikon to Sacramento	80	60	60	55	50	45	40	40	45	40	35	30	30
2-3-4-5	Westward Track, Mikon to east end steel viaduct 35.35	95	70	65	55	50	45	40	40	45	40	35	30	30
2-3-4-5	Westward Track, east end steel viaduct 35.35 to Martinez	45	45	45	45	45	45	40	35	45	40	35	30	20
2-3-4-5	Suisun-Fairfield Yard, both tracks	50	50	50	50	50	45	40	35	45	40	35	30	20
2-3-4-5	Davis Yard, both tracks	50	40	40	40	40	40	40	35	40	40	35	30	20
2-3-4-5	Sacramento Northern Ry. Crossing, both tracks	40	40	40	40	40	40	40	40	40	40	35	30	20
2-3-4-5	Sacramento River Drawbridge, both tracks	20	20	20	20	20	20	20	20	20	20	20	20	20
6	End of Double Track Mococo to Martinez, Westward Track		30	30	30	30	30	30	20	30	30	30	30	20
6	Martinez to End of Double Track Mococo, Eastward Track		50	50	50	50	45	40	35	45	40	35	30	20
6	End of Double Track Mococo and M.P. 41		55	55	55	50	45	40	35	45	40	35	30	20
6	M.P. 41 and M.P. 43½		50	50	50	50	45	40	35	45	40	35	30	20
6	M.P. 43½ and Tracy		60	60	55	50	45	40	40	45	40	35	30	30
6-7-8-9-11	From Road Crossing east end of Junction switch on Los Banos Subdivision and end of double track on Lathrop Subdivision; to the road crossings at Tracy west of station on Niles line and on Martinez line		10	10	10	10	10	10	10	10	10	10	10	10
7	Tracy and Fresno (except)		55	55	55	50	45	40	40	45	40	35	30	30
7	Over W. P. Crossing, Lyoth		40	40	40	40	40	40	25	40	40	35	30	20
7	Biola Junction and Kerman		30	30	30	30	30	30	30	30	30	30	30	20
7	Junction switch each end crossover to Biola line		25	25	25	25	25	25	25	25	25	25	25	20
7	Kerman and Caruthers		30	30	30	30	30	30	30	30	30	30	30	20
8-9	Tracy and Lathrop (except)		60	60	55	50	45	40	40	45	40	35	30	30
8-9	San Joaquin River Drawbridge		15	15	15	15	15	15	15	15	15	15	15	15
8-9	San Joaquin River Drawbridge GS and AC Engines		10		10		10	10	10	10			10	10
8-9	Lathrop and Stockton		55	55	55	50	45	40	40	45	40	35	30	30
8-9	Stockton and End of Double Track, M.P. 95		55	55	55	50	45	40	35	45	40	35	30	30
8-9	End of Double Track and M.P. 102		65	65	55	50	45	40	40	45	40	35	30	30
8-9	M.P. 102 and M.P. 104		50	50	50	50	45	40	40	45	40	35	30	30
8-9	M.P. 104 and M.P. 132		65	65	55	50	45	40	40	45	40	35	30	30
8-9	M.P. 132 and Brighton		50	50	50	50	45	40	40	45	40	35	30	30
8-9	Eastward trains through C. T. C. switch at End of double track		25	25	25	25	25	25	20	25	25	25	25	20
8-9	Westward trains at End of double track through control switch to Eastward Track		25	25	25	25	25	25	25	25	25	25	25	20
8-9	Through Controlled Sidings in C. T. C.		25	25	25	25	25	25	25	25	25	25	25	20
8-9	Through Controlled Sidings in C.T.C. under Caution Indication		12	12	12	12	12	12	12	12	12	12	12	12
9	Galt and Ione (except)								30					20
9	M.P. 125.5 and M.P. 127.1								25					15
9	Sutter Ck. Bdg. between Clarksona and Dagon								15					15
9	Lodi and Woodbridge								10					15
9	Lodi and M.P. 121.4								25					15
9	M.P. 121.4 and M.P. 132.3								20					15
9	M.P. 132.3 and M.P. 139.7								15					15
9	M.P. 139.7 and Kentucky House								20					15

Streamliner must not exceed speed allowed other passenger trains when operating against the current of traffic or when handled with steam power.
Maximum speed for S and SE class engines 20 MPH but must not exceed speed permitted Freight and Mixed Trains and Light Engines.
Maximum speed for Gas-Elec. cars when backing 60 MPH but must not exceed speed permitted when handling Passenger Trains.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	PASSENGER						FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD				LIGHT ENGINES BACKING (except gas-elec. cars)
		P-7-8 (cross counter-balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-26-32-37-40 P-1-3-4-5-6-7-8-11 A Gas-elec. cars	F-1-3-4-5 (cross counter-balanced) AC-4-5-7-8-9-10	M (except M-21) T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9	C-2 to 10, inc.-18-19-26-27-28-29 AC-6 AM-2	M-21 C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3		E P A Mt-1-2-3-4-5 GS-1-2-3-4-5	T-26-32-37-40 F-1-3-4-5 (cross counter-balanced)	M T-1-8-9-23-28-31-36-57-58 C-2 to 10 inc.-18-19-26-27-28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17 TW AC Mk-2-4-10 AM-2	
10	West leg wye leading to Fresno main track Lathrop to and over W. P. Crossing	30	30	30	30	30	30	20	30	30	30	30	20
10	East leg outer wye Lathrop	15	15	15	15	15	15	15	15	15	15	15	15
10	W. P. Crossing and Biola Jct. (except)	65	65	55	50	45	40	40	45	40	35	30	30
10	W. P. Crossing and M.P. 113.6, M.P. 134.9 and 159.64 and M.P. 198.6 and Biola Jct	60	60	55	50	45	40	40	40	40	35	30	30
10	Over Highway Crossing east of Manteca Sta	45	45	45	45	45	40	30	40	40	35	30	20
10	Over Merced River Bridge MP 134.84	50	50	50	50	45	40	35	45	40	35	30	30
10	Over Street Crossing Livingston Station	45	45	45	45	45	40	30	40	40	35	30	20
10	Biola Junction and Fresno (except)	60	60	55	50	45	40	35	40	40	35	30	30
10	Through Interlocking at Biola Jct	40	40	40	40	40	40	35	40	40	35	30	20
10	Eastward trains end double track M.P. 201.9	25	25	25	25	25	25	25	25	25	25	25	20
10	Westward trains end double track M.P. 201.9	35	35	35	35	35	35	35	35	35	35	30	20
11	Redwood Jct. and Niles Jct. (except)	50	50	50	50	45	40	40	45	40	35	30	20
11	Newark Slough Drawbridge	20	20	20	20	20	20	20	20	20	20	20	20
11	San Francisco Bay Bridge	30	30	30	30	30	30	30	30	30	30	30	20
11	Niles Jct. and Tracy (except)	35	35	35	35	35	35	35	35	35	35	30	20
11	Niles Jct. and M.P. 37.1	25	25	25	25	25	25	25	25	25	25	25	20
11-14	Through Eliot yard limits	20	20	20	20	20	20	20	20	20	20	20	20
11	M.P. 52 and M.P. 63, Midway	25	25	25	25	25	25	25	25	25	25	25	20
12	Oakland Pier and Elmhurst (except)	50	50	50	50	45	40	35	45	40	35	30	30
12	On curve west of and across freight leads West Oakland	20	20	20	20	20	20	20	20	20	20	20	20
12	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15	15
12	Elmhurst and M.P. 25	60	60	55	50	45	40	35	45	40	35	30	30
12	M.P. 25 and east switch Newark (except)	50	50	50	50	45	40	35	45	40	35	30	30
12	Newark	40	40	40	40	40	40	25	40	40	35	30	15
12	East switch Newark and M.P. 43.75	60	60	55	50	45	40	35	45	40	35	30	30
12	M.P. 43.75 and Santa Clara	50	50	50	50	45	40	35	45	40	35	30	20
13	Elmhurst and Niles	50	50	50	50	45	40	35	45	40	35	30	30
13	Niles and San Jose (except)	40	40	40	40	40	40	25	40	40	35	30	20
13	San Jose yard	20	20	20	20	20	20	20	20	20	25	20	20
13	Trains with AC, F-4 and F-5 Engines							20					
14	Avon and San Ramon (except)							20					15
14	Over Bridges 44-E near Hookston and 49-C west of Rady							10					10
14	Over Bridge 57-A east of Osage							10					10
14	San Ramon and Radum							20					20
14	Elmira and Winters	30	30	30	30	30	30	30	30	30	30	30	20
14	Winters and end of track							15					15
14	Suisun-Fairfield and Cordelia	40	40	40	40	40	40	25	30	30	30	30	20
14	Cordelia and Napa Junction	35	35	35	35	35	35	25	35	35	35	35	15
14	Napa Junction and M.P. 53½ (except)							25					15
14	Crossing east Napa Station and Calistoga Road Crossing east of Napa							8					8
14	M.P. 53½ and Calistoga							20					15
14	Napa Junction and Vallejo							25					15
14	Napa Junction and Schellville Jct. (except)							25					15
14	Napa River Drawbridge							10					10
14	West Napa and Union							8					8
15	Stockton and Montpelier (except)							30					20
15	Peters, between switches							10					10
15	Berenda and Daulton							20					15
15	Chowchilla and Ash							20					20
15	Ash and Dairyland							10					10

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

When all the weight has been removed from any one pair of drivers	20
When all the weight has been removed from only one wheel of any pair of drivers	30
When engine truck is removed	20
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When hauled in train, all rods on	30
Class S and SE engines, under all conditions	20

SPEED RESTRICTIONS

(Unless otherwise further restricted by
time table, slow board or train order)

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4-5	On tangent main tracks	35
	except SPMW 4044	25
4-6-7-8-9	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4-5	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4-5	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4-5	On tangent main tracks	35
4-6-7-8-9	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
All	Through interlocking plants with caution.	

	MPH
Engines backing on curves and approaching road crossings at grade	15
Trains and engines through cross-overs, slip switches, turnouts and sidings except as otherwise provided for in speed restrictions	10
Trains and engines when moving through double-throw movable point cross-over switches within limits Oakland Pier Interlocking Tower	15
Trains pushing or backing passenger equipment	15
Motor cars running backward through yards and over highway crossings	10

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger speeds.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

OAKLAND PIER—TRACY VIA MARTINEZ

Mile Post	AT OR NEAR	DESCRIPTION
3.5	Oakland Pier	Posts supporting shed...Side Freight Slip...Side
3.5	Oakland Pier	Spur tracks of U. S. Navy Supply Base...Side
5.0	Oakland, 8th to 11th Streets	Piling supporting overhead...Side
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co...Side
	Shellmound & Park.	Western Union Pole line...Side
6.6	Emeryville	Structures track 6 bet'n signal bridges 204 and 205...Side
6.6	Emeryville	Pole 1770 near switch leading to Judson Iron Works...Side
6.6	Emeryville	Machine shops Judson Iron Works...Overhead and Side
6.6	Emeryville	Umphred Warehouse...Side
7.5	Stock Yards	Fertilizer spur...Side
13.1	Stege	Buildings end of track No. 2...Side
	Berkeley	Building, W. H. Ford spur, Harrison St...Side
14.5	Richmond	A. T. & S. F. Crossing...Overhead and Side
16.0	San Pablo	A. T. & S. F. Crossing...Overhead and Side
16.6	San Pablo	Eastward and Westward Water Columns...Side
16.6	San Pablo	Rheem Mfg. Co. Spur...Side
26.5	Oleum	Loading tracks, Union Oil Co...Side
26.7	Oleum	Tunnel No. 1...Overhead and Side
27.7	Tormey	Tunnel No. 2...Overhead and Side
29.0	Crockett	Sugar Co. warehouse...Side
29.0	Crockett	Cal. Haw. S. R. Co...Overhead
30.1	Eckley	Platforms of brick company...Side
30.5	Port Costa	Bldgs.; Bankers, California and Grangers Warehouse...Side
31.8	Nevada Dock	Platforms of brick company...Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1...Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside...Overhead and Side
34.7	Martinez	Alhambra Slough...Side
43.2	Nichols	Wagon bridge...Overhead
43.2	Nichols	A. T. & S. F. crossing...Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur...Side
46.5	Shell Point	Tracks Nos. 1 and 7...Overhead and Side

MARTINEZ—SACRAMENTO

38.0	Benicia Junction	Water tank spout...Side
59.4	Elmira	Warehouse...Side
71.8	Tremont	Gravel loading chute...Side
88.3	Washington	Sacramento River Bridge...Side

OAKLAND PIER—TRACY VIA NILES

3.5	Oakland Pier	Posts supporting shed...Side
4.9	West Oakland	Buildings and platform at Creosote Wks. Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yds. Side
4.9	West Oakland	Standard Warehouse spur near Kirkham St...Overhead
7.0	Oakland, 1st St.	Warehouse track, Howard Co...Side
9.0	23rd Avenue	Pacific Wire and Steel Co., spur...Side
9.0	23rd Avenue	California Cotton Mills...Overhead and Side
9.7	Fruitvale	Inside track of east leg of wye must not be used for freight movements...Overhead
9.7	Fruitvale	Drawbridge...Overhead and Side
9.7	Fruitvale	Steel bridge over estuary...Wires Overhead and Side
10.3	Sather	Clorox Chemical Company spur...Overhead and Side
11.0	Melrose	Nat. Motor Bearing Co.—Springfield Cedar Co. spurs...Side
	Melrose	Chevrolet spurs, Platforms...Side
	Melrose	U. S. L. Battery Corp. Fence...Side
18.5	Lorenzo	Cherry Creek...Overhead and Side
20.1	Hayward	Hunt Bros., canneries...Side
29.2	Niles	New bunkers of Niles Sand and Gravel Co...Side
42.0	Radum	Kaiser Paving Co. Tracks...Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track...Overhead and Side

ELMHURST—SANTA CLARA

41.7	Agnew	Track leading into distillery...Overhead and Side
39.1	Alviso	Bay Side Canning Co...Side

AVON—RADUM

44.6	Concord	Water Tank...Overhead and Side
44.6	Concord	Bridge...Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track...Overhead
49.6	Widbero	Walnut Creek...Overhead and Side
57.0	San Ramon	Bridge...Overhead and Side
	Danville and Alamo,	Trees, overhanging right of way...Overhead and Side

SUISUN-FAIRFIELD AND VALLEJO—CALISTOGA

46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur)...Overhead and Side
45.5	Napa	Water tank spout...Side
48.8	West Napa	Water tank spout...Overhead and Side
67.5	Bale	Water tank spout...Side
71.7	Calistoga	Water tank spout...Side
42.8	Rocktram	Bunkers of Basalt Rock Co., outer spur. Overhead and Side
34.4	Flosden	Shed on platform adjacent to Basalt Rock spur...Side
30.0	Vallejo	Building and platforms of Sperry Flour Co., tracks 1 to 6 inclusive...Overhead and Side
30.0	Vallejo	Horan Spur, bulkhead leaning...Side

ELMIRA—CAPAY

76.0	Winters	Fruit shed...Overhead and Side
76.0	Winters	Water tank spout...Side

TRACY-BRIGHTON, TRACY-FRESNO, LATHROP-FRESNO AND BRANCHES

82.0	Tracy	Gates to Holly Sugar Co., spur...Side
78.3	Banta-Lathrop	San Joaquin River Bridge...Overhead and Side
81.5	Lathrop	Water Tank...Side
90.9	Stockton	Delta Warehouse...Side
90.9	Stockton	Delta Platform...Side
90.9	Stockton	Girven Warehouse, west end Hazelton Ave...Side
90.9	Stockton	Union Mills, Farmers' Union Milling Co. and Calif. Nav. and Imp. Co. bldgs. on waterfront track Weber Ave...Side
100.7	Holden-Peters	Mormon Slough Bridge...Side
148.5	Ryer-Arundel	Merced River Bridge...Side
103.3	Lodi	R. H. Water Tank...Side
103.3	Lodi	Car standing at door No. 1 of Hilvert Shed will not clear man on west side of car on adjacent track...Side
104.3	Lodi-Urgon	Mokelumne River Bridge...Side
129.0	Florin	Water tank spout...Side
110.7	Lockeford	Brick platform at Locke warehouse...Side
114.7	Clements	Water tank spout...Overhead and Side
134.8	Edwin	Clay loading chutes...Overhead and Side
136.7	Clarksona-Dagon	Sutter Creek Bridge...Overhead and Side
100.4	Westley	Water Tank...Side
119.5	Newman	Water Tank...Side
140.2	Los Banos	Water tank spout...Side
140.2	Los Banos	Warehouse north of loading track opp. east leg Y switch Side
104.3	Ripon-Salida	Stanislaus River Bridge...Side
134.9	Delhi-Livingston	Merced River Bridge...Overhead and Side
136.4	Livingston	Water Tank...Side
197.4	Raymond	Water tank spout...Overhead and Side
198.5	Knowles	Rock Platform...Side

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Supervisor of Surgical Services, General Hospital.
San Francisco	Dr. R. Emmet Allen	Supervisor of Medical Services, General Hospital.
San Francisco		Medical Examiner, 65 Market St.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	District Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
Oakland	Dr. Chas. H. De Vaul	Oculist.
Oakland	Dr. Henri A. Shefoff	Dist. Physician and Surgeon.

COMPANY SURGEONS—WESTERN DIVISION—Continued

LOCATION	NAME	TITLE
West Oakland	Dr. J. I. Vickerson	District Examiner and Surgeon.
Oakland (Central)	Dr. Kenneth B. Jenkins	District Surgeon.
Oakland (Central)	Dr. John J. Phillips	District Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Berkeley	Dr. Clarence E. Hass	Oculist.
Albany	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	District Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
Vallejo	Dr. E. A. Peterson	District Examiner and Surgeon.
Napa	Dr. D. H. Murray	District Examiner and Surgeon.
St. Helena	Dr. M. M. Booth	District Surgeon.
Calistoga	Dr. Frank McGreane	District Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Examiner and Surgeon.
Port Costa	Dr. C. E. Dietderich	District Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Martinez	Dr. A. G. Carroll	Assistant District Surgeon.
Concord	Dr. E. B. Todd	Emergency Surgeon.
Walnut Creek	Dr. M. C. Bolender	Emergency Surgeon.
Danville	Dr. John Blemer	Emergency Surgeon.
Port Chicago	Dr. James B. Kaess	Emergency Surgeon.
Pittsburg	Dr. Claude L. Kerns	Emergency Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. Paul Geyser	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. Felix R. Rossi, Jr.	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Esparto	Dr. W. D. Garcelon	Emergency Surgeon.
Dixon	Dr. O. P. Floreth	District Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Davis	Dr. Leo. A. Cronan	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Examiner and Surgeon.
Sacramento	Dr. Walter W. Cress	Division Surgeon.
Sacramento	Dr. Manuel L. Azevedo	District Surgeon.
Sacramento	Dr. D. J. Engleberg	District Surgeon.
Sacramento	Dr. Geo. A. Spencer	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. Douglas D. Stafford	District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Fruitvale	Dr. G. W. Dygert	Assistant District Surgeon.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Surgeon.
San Leandro	Dr. Paul C. Rahn	Associate District Surgeon.
Hayward	Dr. F. A. Brown	District Surgeon.
Centerville	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. C. M. Burchfiel	District Surgeon.
San Jose	Dr. C. Kelly Canelo	District Surgeon.
Tracy	Dr. Allan R. Powers	District Examiner and Surgeon.
Tracy	Dr. H. K. Wilson	District Surgeon.
Elk Grove	Dr. Paul W. Frame	District Surgeon.
Galt	Dr. V. E. Greer, Jr.	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. D. R. Powell	Oculist and Aurist.
Stockton	Dr. Leo D. Smith	District Examiner and Surgeon.
Stockton	Dr. Henry C. Peterson, Jr.	Assistant District Surgeon.
Lodi	Dr. L. J. Petersen	District Surgeon.
Lodi	Dr. R. L. Owens	District Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. Terry T. Laird	District Surgeon.
Waterford	Dr. A. L. Jackson	District Surgeon.
Manteca	Dr. K. W Hidy	Emergency Surgeon.
Manteca	Dr. Curtis M. Galt	Emergency Surgeon.
Ripon	Dr. Gilbert den Dulk	Emergency Surgeon.
Modesto	Dr. E. R McPheeters	District Examiner and Surgeon.
Modesto	Dr. Fred R. DeLappe	District Examiner and Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. M. C. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Merced	Dr. E. R. Fountain	District Examiner and Surgeon.
Chowchilla	Dr. Herbert O. Leff	Emergency Surgeon.
Chowchilla	Dr. A. B. Bigler	Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. Chas. A. James	District Examiner and Surgeon.
Fresno	Dr. E. A. Patterson	Assistant District Surgeon.
Kerman	Dr. J. C. Drake	District Surgeon.
Patterson	Dr. E. G. Allen	District Surgeon.
Crows Landing	Dr. E. G. Allen	District Surgeon.
Newman	Dr. A. M. Roscoe	District Surgeon.
Newman	Dr. James E. Thompson	Assistant District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Dos Palos	Dr. J. L. Vaught	Emergency Surgeon.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF ENGINES—WESTERN DIVISION. In M's of 1,000 pounds back of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood Jct.	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Calistoga to Napa Jct.	Stockton and Montpellier via Oakdale Branch
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	4450	1900	3900	3700	3450	5250	1400	1500	1100	1500	1800	3050
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	2250	3800
M-21	M-63 22/28 181-S, 185-SF	1837 to 1845	250	6450	2800	5650	5400	5050	7650	2050	2200	......	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299	200	4800	2000	4200	3900	3750	5550	1500	1600	1150	1600	1900	3300
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310	210	5500	2350	4800	4550	4300	6450	1750	1850	1350	1900	2200	3750
T-28, 31	T-63 22/28 162-S, 162-SF	2311 to 2362	210	6000	2600	5250	5000	4700	7100	1900	2000	1500	2100	2450	4150
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	2500	4200
P-1,3,5	P-77 22/28 141-S, 152-SF	2400 to 2452, 2459, 2460	210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	3350
P-1	P-77 22/28 160/B-54-S	2400 to 2427	210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	3600
P-1	P-77 22/28 163/B-54-SF														
P-4	P-77 23/28 155/B-58-SF	2401 to 2436	210	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	2300	4000
P-6	P-77 25/28 172-S, 179-SF	2453 to 2458	200	6100	2550	5350	4950	4750	7050	1900	2000	....	....	....	4200
P-8,10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200, 210	6800	2850	5900	5550	5300	7950	2050	2200	....	....	....	4650
P-8,10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491	200, 210	6800	3050	5900	5550	5700	7950	2050	2200	....	....	....	5000
C-8,9,10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-5	C-57 22/30 185-S, 187-S	2624 to 2690													
C-26,28,29	C-57 25/30 193-S, 200-SF	3440 to 3469	200												
A-3	A-81 20/28 112-S	3025 to 3071	210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	....	2650
A-3	A-81 20/28 116/B-59-S	3025 to 3071	210	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	....	2900
A-3	A-81 20/28 120/B-64-SF														
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	....	3550
P-11	P-68 24/26 157-S	3100 to 3109	180	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
P-12	P-73 26/28 189-SF	3120 to 3129	205	6900	2900	6000	5750	5350	8100	2100	2200	....	....	....	....
Mk-2,4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240	210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	....	5250
Mk-5,6	Mk-63 26/28 210-S, 233-SF	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	....	5800
Mk-7,8,9	Mk-63 29/30 247-S, 257-SF	3300 to 3324	176	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	....	....
Mk-7,8,9	Mk-63 27/30 247-S, 257-SF	3300 to 3324	205												
F-1	F-63 27½/32 273-S, 282-SF	3611 to 3652	200	9600	4200	8400	8050	7500	11400	3050	3250	2500	3400	....	....
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	11000	4850	9650	9250	8600	13100	3550	3750	2850	3850	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3769	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	....	....
F-5	F-63 29½/32 306/B-62-SF														
AM-2	AM-63 22-22/28 357-SF	3900 to 3911	210	10900	4750	9550	9100	8500	12900	3500	3700	2800	3800	....	....
AC-1,2,3	AC-57 22-22/30 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	....	....
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	9000	4050	7850	7400	7450	10550	2800	3000	....	....	....	....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	9600	4300	8400	7900	7800	11250	3000	3150	....	....	....	....
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415													
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429	280	9700	4350	8500	8000	7900	11500	3050	3200	....	....	....	....
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4459	300	9900	4400	8600	8100	8000	11700	3100	3250	....	....	....	....
GS-5	GS-80 25½/32 279/B-122-SF														
Allowance for Empty and Underloaded Cars		Less than 45 Ms		6	6	6	6	6	6	3	3	3	3	3	6
		45 Ms to 55 Ms		3	3	3	3	3	3	3	3	3	3	3	3
		More than 55 Ms		0	0	0	0	0	0	0	0	0	0	0	0

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Lodi to Wallace Toyon to Macnider	Wallace to Toyon Macnider to Kentucky House	Macnider to Toyon	Valley Springs to Norval	Kentucky House to Macnider Toyon to Valley Springs Norval to Lodi
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	4050	910	1600	2600	5250
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	4250	970	1700	2750	5500
T-28, 31	T-63 22/28 162-S, 162-SF	2311 to 2362	210	4650	1050	1850	2950	6000
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384	210	4650	1050	1850	2950	6150
C-8,9,10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860	210	5150	1250	2200	3350	6600
C-5	C-57 22/30 185-S, 187-S	2624 to 2690						

A. J. FERRARA, Trainmaster	Oakland Pier
L. W. MONEY, Trainmaster	Oakland Pier
V. A. WILLIAMS, Assistant Trainmaster	Oakland Pier
K. K. SCHOMP, Trainmaster	Stockton
P. D. ROBINSON, Trainmaster	Tracy
P. W. DORNFELD, Assistant Trainmaster	Tracy
A. D. HAZLETT, Terminal Trainmaster	Tracy
J. T. AREY, Terminal Trainmaster	Port Costa
W. F. CHAMNEY, Terminal Trainmaster	West Oakland
J. B. WATTS, Acting Chief Train Dispatcher	Oakland Pier
F. A. SMITH, Acting Chief Train Dispatcher	Stockton
T. G. WOOLARD, Assistant Chief Train Dispatcher	Oakland Pier
B. H. HORTON, Assistant Chief Train Dispatcher	Oakland Pier
H. BATES, Assistant Chief Train Dispatcher	Oakland Pier
S. C. W. HANSEN, Assistant Chief Train Dispatcher	Oakland Pier
O. T. ALEXANDER, Assistant Chief Train Dispatcher	Oakland Pier
M. T. ROUSE, Assistant Chief Train Dispatcher	Stockton
R. RIGGS, Assistant Chief Train Dispatcher	Stockton
G. F. PUMPHREY, Assistant Chief Train Dispatcher	Stockton
S. H. BRAY, Road Foreman of Engines	West Oakland
B. E. STONE, Road Foreman of Engines	Tracy
V. S. BURNHAM, Division Examiner	Oakland Pier

L. R. SMITH,
Asst. Superintendent, Oakland Pier
E. D. MOODY,
Asst. Superintendent, Oakland Pier
C. F. HEATH,
Asst. Superintendent, Oakland Pier
E. F. NASSOIY,
Asst. Superintendent, Stockton

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

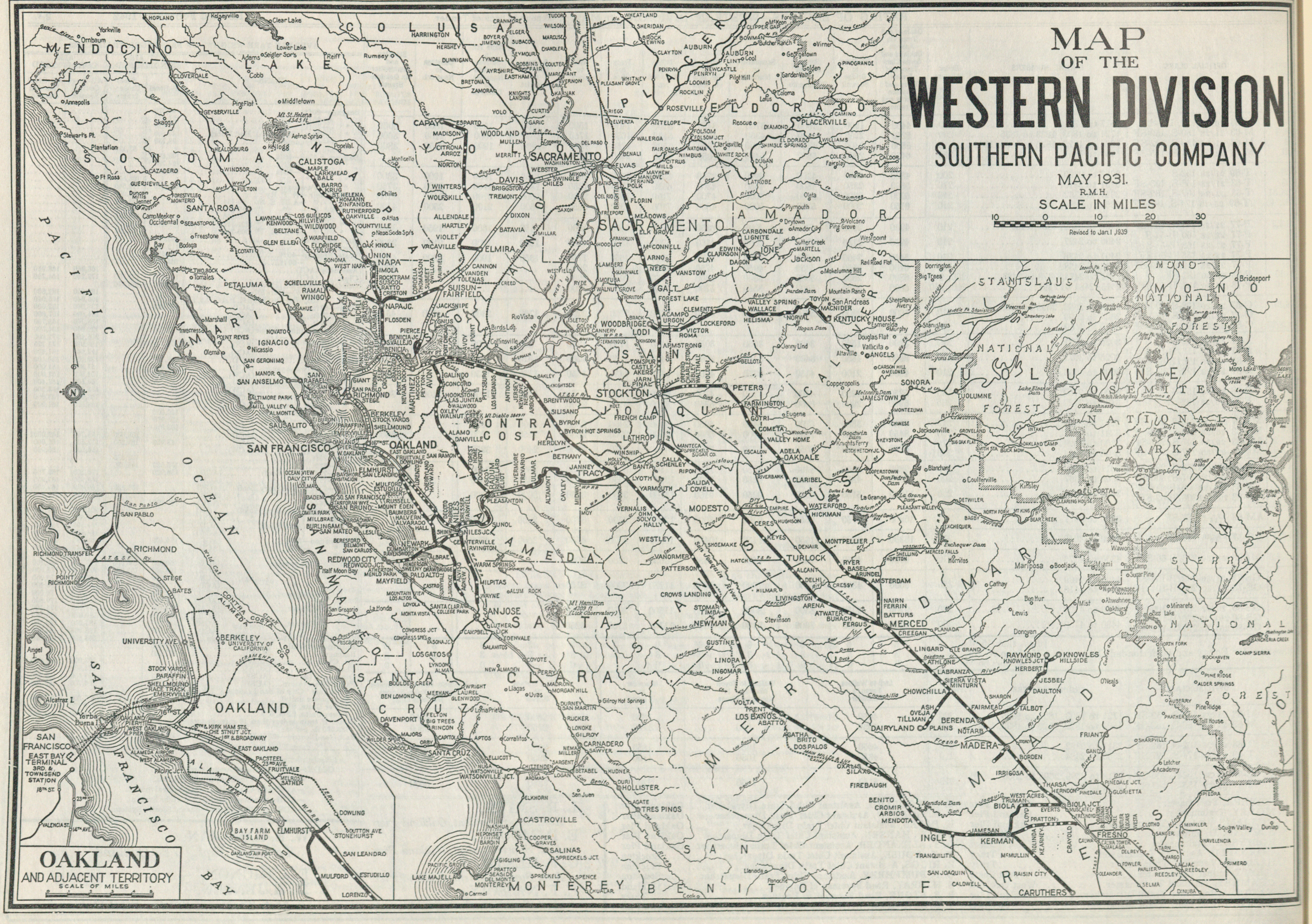
CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122.620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
" " —A. R. E. No. 40-154		78,000		
" " — " " 153-224		89,000		
" " — " " 500-506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACI)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" (ACW)—Cars 107-128			182,800	182,800
" (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120.900	104,500
" — " —Art (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130.100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" 72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000‡
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" —77 ft. (" ") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
" —77 ft. (" " ") (ACM)			189,581	173,836
" —79 ft. (NAC)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (" " ") (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (" ") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft. (ACI)			194,543	186,166
"		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
" — " (ACM)	160,800	153,000	192,300	176,300
" — " Lounge (ACM)	171,200		194,900	178,900
" — " " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" — " (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" — " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" — " (ACI)	153,000		168.663	161,400
"San Joaquin"—11-car streamline train			1,281,800	1,281,800
Baggage and Mail (NAC)	137,000			
Baggage (NAC)	127,000			
Art. Chair (ACW)			203,000	203,000
Chair Car (ACW)			122,900	122,900
Diner and Tavern (ACS)			129,650	129,650
Parlor-Observation (ACS)			106,700	106,700
Streamliner "City of San Francisco" (18 cars incl. power units)			2,807,000	2,807,000
Power Units, SF-1, 2, 3			882,260	882,260
Power Units, SF-4, 5, 6			944,460	944,460
(Note: If train is less than 18 cars, deduct 130,500 lb. per car)				
Rail, Gas-Electric—400 H.P.	158,400			
" " " —600 H.P.	167.200			

‡Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

W. E. EASTMAN,
Terminal Supt., West Oakland

F. J. DIGNON,
M. A. JENSEN,
Asst. Terminal Supts., West Oakland



MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

MAY 1931.

R.M.H.

SCALE IN MILES

Revised to Jan. 1 1939

10 0 10 20 30
MENDOCINO
LAKE
COLUSA
YOLO
PLACER
ELDORADO
SONOMA
NAPA
SOLANO
SACRAMENTO
AMADOR
CALAVERAS
STANISLAUS
TUOLUMNE
MONO
MARIN
CONTRA COSTA
SAN JOAQUIN
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
STANISLAUS
MERCED
MARIPOSA
MADERA
FRESNO
SAN BENITO
MONTEREY
PACIFIC OCEAN
STANISLAUS NATIONAL FOREST
MONO NATIONAL FOREST
YOSEMITE NATIONAL PARK
SIERRA NATIONAL FOREST
Clear Lake
Hopland
Kelseyville
Lakeport
Lower Lake
Middletown
Cloverdale
Geyserville
Healdsburg
Santa Rosa
Sebastopol
Petaluma
Calistoga
St. Helena
Rutherford
Oakville
Yountville
Napa
Napa Jc.
Vallejo
Benicia
Suisun-Fairfield
Vacaville
Elmira
Dixon
Davis
Woodland
Sacramento
Roseville
Auburn
Colfax
Placerville
Folsom
Galt
Lodi
Stockton
Ione
Jackson
Valley Spring
San Andreas
Kentucky House
Angels
Sonora
Jamestown
Tuolumne
Oakdale
Modesto
Turlock
Merced
Le Grand
Chowchilla
Madera
Raymond
Knowles
Berenda
Fresno
Kerman
Biola
Caruthers
Sanger
Reedley
Dinuba
Los Banos
Dos Palos
Firebaugh
Mendota
Newman
Patterson
Tracy
Lathrop
Manteca
Byron
Brentwood
Antioch
Pittsburg
Martinez
Concord
Walnut Creek
Danville
Pleasanton
Livermore
Niles
Centerville
Irvington
Warm Springs
Milpitas
San Jose
Santa Clara
Los Gatos
Campbell
Palo Alto
Mayfield
Redwood City
San Mateo
Burlingame
San Bruno
San Francisco
Oakland
Berkeley
Richmond
Sausalito
San Rafael
Novato
Ignacio
Point Reyes
Santa Cruz
Davenport
Watsonville
Watsonville Jct.
Castroville
Salinas
Monterey
Pacific Grove
Del Monte
Hollister
Tres Pinos
Gilroy
Morgan Hill
Half Moon Bay
Mt. St. Helena 4343 ft.
Mt. Diablo 3849 ft.
Mt. Hamilton 4209 ft. (Lick Observatory)
N
OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES
San Pablo
Richmond
Richmond Transfer
Point Richmond
Stege
University Ave
Berkeley
University of California
Stock Yards
Shellmound
Race Track
Emeryville
Oakland
West Oakland
Oakland Pier
East Oakland
Alameda
Alameda Airport
Fruitvale
Bay Farm Island
Elmhurst
San Leandro
Mulford
Estudillo
Lorenzo
Dowling
Yerba Buena I.
Alcatraz I.
Angel I.
San Francisco
East Bay Terminal
3rd. & Townsend Station
San Francisco Bay